FARMING IN MANITOBA.

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CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

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A form for subscriptions to "CANADA" with full particulars of cost will be found on page 205 of this issue.

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The Canadian Illustrated Monthly has been established for the purpose of assisting in the development of the great latent resources of the Dominion of Canada through the dissemination of conservative information relating thereto, and to give entertainment, refraining from discussion of religious, racial, or political questions.

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CANADA

No. 775. SATURDAY, NOVEMBER 13, 1920. Vol. LX. | 9D WEEKLY

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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

Although verse is occasionally published, it is not specially desired, and is not paid for.

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POINTS FOR SIR GEORGE FOSTER.

"Men of vision, men of action, men with an abiding faith in Canada's future, are needed now in our export trade."—MR. F. C. T. O'HARA, Deputy Minister of Trade and Commerce, Ottawa.

IT is expected that Sir George Foster, Canada's Minister of Trade and Commerce, will have arrived in London by the time this issue of *Canada* is in the hands of its readers. Although the visit of this Minister is not primarily concerned with the work of his particular Department, it is expected that, apart from his work with the other Canadian representatives in connection with the League of Nations, he will find time to investigate the needs of Canadian trade representation in London.

Canadian export trade interests have grievously suffered both from want of vision on the part of manufacturers and from official apathy. In the matter of overseas trade development, although perhaps the Government might not lead, it is surely to be expected that they should heed the advice of those who speak for banking and commercial interests and recognise the importance of officially stimulating the export trade of manufactured goods. After the Armistice the Government, on the advice of bankers and manufacturers, did offer trade credits to certain allied countries, which for a time greatly stimulated Canadian exports, but little has been done since.

The creation of a large and efficient fleet of Government freight steamers was an important step in a new national policy, but it cannot be allowed to end there. These ships have got to earn their keep, and to do this they must carry freights both ways. While Canadian manufactured goods and food products can be now carried direct in national bottoms to new markets, raw products in return will come back, which Canadian industry must be encouraged to utilise. This can never be adequately or profitably achieved unless the Government recognise the absolute necessity for active educational propaganda among Canadian manufacturers.

It is hardly conceivable that to-day, with this large and growing fleet of national freight carriers, there exists no Government bureau of export trade to stimulate manufacturers to fill these vessels. Surely it would seem that a necessary supplement to the creation of the Canadian Government Merchant Marine would be the establishment of an export bureau at the Department of Trade and Commerce, where a staff of trade experts would be collected, who would interest manufacturers generally on the question of export trade and advise them in particular as to special openings. Export trade is an entirely new idea to 95 per cent. of Canadian manufacturers, many or most of whom care little to extend beyond their domestic market, with whose requirements they are so well acquainted. But for Canada's financial and commercial welfare, as well as for the immediate interest of freights for the C.G.M.M., strong and well-organised official efforts to interest the Canadian manufacturer in the world's markets are an obvious and urgent necessity.

In regard to London, it has been felt for some time that the establishment of a Canadian Chamber of Commerce is urgently needed. London is not merely, as is so frequently imagined, a market centre for the British Isles, it is really the gateway to overseas trade. There are merchant houses in London who attend to the requirements of correspondents who control the trade of huge territories in the Far East or in Africa, South America, or elsewhere. An American Chamber of Commerce has been flourishing in London for many years, and has proved to be enormously helpful to the interests of the American exporter. The keen and well-organised activity of that body may well be imitated by Canada on a smaller scale.

To establish a Canadian Chamber of Commerce in London on a firm and influential basis, it must, of course, have the recognition and support of the Federal and Provincial Governments, of the Canadian Manufacturers' Association, and of the leading Boards of Trade. But it must be entirely free from anything approaching Government control, otherwise its influence and usefulness will be gravely impaired. Naturally, its membership would include prominent officials of the Government in this country, who would benefit much by the insight it would give them into export trade interests.

We would suggest that Sir George Foster might give his careful attention to this matter during his stay in London. If he enquires, he will find that there are to-day a considerable number of Canadians resident in London who are representing Canadian manufacturing firms, and the formation of the great Canadian steel merger which will work in close harmony with British iron-masters is proof that the time is fully ripe for the establishment of a Canadian Chamber in London. All the views we have seen expressed on this matter in the Canadian Press are strongly in favour of a business organisation recognised and assisted, but not in any way controlled, by departmental officials. Obviously, a Canadian Chamber of Commerce in London which is not an independent business organisation would have little influence or use.

NOTES OF THE WEEK.

An Empire Conference.

General approval will be given to the action of the British Government in arranging the informal Empire conference which was held in the House of Commons last week, and was continued this week. With a view to discussing the general international situation before the meeting of the Assembly of the League of Nations, a number of the oversea delegates to that gathering met Mr. Lloyd George and the leading members of his Government—Canada, Australia, New Zealand, South Africa, and India being all represented. The most noticeable point about the personnel of the gathering was that all those present were not Cabinet Ministers; Mr. Rowell, for instance, the only Canadian delegate to Geneva in London at the moment, being no longer a member of the Dominion Cabinet.

Any informality in this respect, however, cannot detract from the importance and significance of the conference. We have often urged the desirability of statesmen from the oversea Dominions being more frequently called into consultation by the Imperial Government; therefore it is all the more gratifying that this step should have been taken when such far-reaching questions of policy are at stake.

* * *

Canada and the Prince.

Canada has always taken a sympathetic interest in the Prince of Wales. This interest has been all the more intimate since he visited the Dominion and endeared himself to the hearts of all by his engaging personality and unassuming demeanour. And not only did he declare that he regarded himself as a real Canadian, but he showed his faith in Canada by purchasing a ranch of his own in Alberta.

When, therefore, the London *Times* recently touched, in the most tactful manner, upon the subject of the marriage of the Prince, Canadians were both interested and—it would seem from the Press comments that have reached us—approving. Agreement appears to be expressed that the time is past when a Prince should sacrifice himself at the altar in a marriage of policy, and that the Prince of Wales should be allowed to exercise his unhampered choice in the matter. The Montreal *Star* says that from the impression formed of him in Canada the expectation is that "he will marry a lady of his own choice and proceed to live happily ever after."

The Montreal *Gazette* not only believes that the British people will be satisfied if the Prince marries within the circle of the British nobility, but adds that "it would be an immense social and political sensation if he should choose an American;" commenting further that: "The Prince, during his visit to Canada and Australia, was polite and attentive to many ladies, but he does not appear to have paid marked attention to any individual lady."

* * *

Canadian Opinion.

The editorial expressions of the leading newspapers of Canada, when referring to the state of Ireland or the recent coal strike, have displayed remarkable unanimity of view. Sinn Feiners and Bolshevists will gain small comfort or encouragement in these comments of the responsible Canadian Press. The rights of the people as a whole against the attempted tyranny of Trade Unions are strongly upheld, and in the case of Ireland the impossibility of a Government submitting to be terrorised by murder is emphatically proclaimed.

It is perhaps a pity that the leading organs of opinion in the Mother Country do not more frequently note the opinions of the Dominion Press on matters which they feel are of interest to the Empire at large. The sound and wholesome views taken by the leading Canadian newspapers must be of interest and encouragement to the people in the Mother Country.

* * *

The Canadian Navy League.

The attention which the holding of a Navy League week has attracted throughout Canada to the vital importance of our first line of defence is a good sign. It is exceedingly difficult for people living far from the seaboard to realise the true inwardness of the question of the maintenance of our sea-power. Such a body as the Navy League of Canada is doing highly valuable work. It is not only educating public opinion, but it is also giving lads in various parts of the Dominion a nautical training such as they would not otherwise be likely to obtain.

It is generally recognised that, quite apart from ships of war, the future of Canada is, to a very great extent, bound up with her merchant marine. By virtue of her possession of a merchant fleet, the Dominion is estimated to stand eighth in the list of Maritime Powers. The manning of Canada's ships by Canadians is the ambition of the Canadian Navy League. One of the leading French-Canadian journals, we notice, *L'Evénement*, commends the Navy League's appeal to its compatriots on the grounds of the high patriotic ideals entertained by French-Canadians.

* * *

Incidence of Income-Tax.

The visits of the Tariff Commission to the leading centres of Canada have brought the whole subject of taxation under discussion at the present time. Among other questions, that of the incidence of the income-tax has come up more than once. As an assistance to its proper understanding, Sir Henry Drayton, the Minister of Finance, has made public a return showing in what proportion income-tax was assessed last year, on incomes earned in 1918, among different occupations. This brings out some curious facts as to the amounts contributed to the Dominion Exchequer in this way by those in various lines of life.

The largest proportion (31 per cent.) of the whole of the tax is put down to "employees," who constituted 37.4 per cent. of the total number of taxpayers. Next come corporations (24.3), constituting only 2 per cent. of the whole, and merchants (12.3), representing 10.2 per cent. The other percentages (taxation and taxpayers respectively), in order, are: manufacturers, 8.6 and 1; financial, 6.2 and 6; agriculturists, 2.2 and 6.5; legal, 1.9 and 1.7; medical, 1.6 and 3; mechanics, 1.3 and 20.5; engineers, .8 and 1—"all other professions" being put down as 2.1 and 6, and "all others" as 7.7 and 4.7. Sir Henry Drayton points out that, in addition to paying income-tax amounting in all to $4,385,598, corporations also paid in special war revenue and business profits taxes $46,228,354 in the year in question.

* * *

Business Taxation.

In Canada there is the same objection to the business profits tax as there is to the E.P.D. in the Mother Country, and on the same grounds, viz., that it is a deterrent to initiative and therefore injurious to the general interests. The revenues now reaching the Federal Treasury are so satisfactory that there seem good grounds to anticipate that this objectionable form of taxation will disappear, and in its place revenue will be raised through a tax on turn-over.

This tax would probably also do away with the present tax on retail sales, which is irritating and unpopular. A small tax on total sales would be far more simple, and would be fairer to the community as a whole and would be more easily computed and collected.

* * *

Workers for the Farm.

The basic fact of Canadian immigration is that the chief need of the Dominion is workers for the farm—out-of-doors for the men and indoors for the women. By that requirement the authorities have been guided in framing their policy of restricted immigration, and also in carrying it out. It is coming to be more fully realised also that it is necessary not only to get suitable farm workers in Canada, but also to look after them in a better degree when they are there.

Canada, like every country in the world, has suffered from the inevitable tendency on the part of a certain proportion of land workers to return to the city and the town. The problem, therefore, is twofold—to secure agricultural immigrants and to keep them on the land. It is reassuring to find that the necessity for attending to this second side of the question is being more fully realised in Canada. Agriculturists, indeed, seem inclined to regard the fall in wages in the cities as a blessing in disguise, because the almost inevitable result is that it will mean a gravitation back to the land and a consequent improvement in the supply of farm help.

Canadians in Management.

Of recent years it has been increasingly noticeable how many Canadians have taken high positions in prominent London business enterprises, and in the House of Commons there are now some forty members who have affiliations more or less close with Canada. Canadians were naturally much interested in the recent announcement of Sir Campbell Stuart's appointment as managing director of the world's greatest newspaper, and the appreciation of his friend by Sir Harry Brittain, which appears on another page, will be read with wide interest on the other side.

Another London newspaper appointment of interest to Canadians is that of Col. E. C. Duffin as manager of the *Daily Express*, with a seat on the directorate. Col. Duffin did admirable work at Argyll House as Assistant Quartermaster-General. Lord Beaverbrook has now several Canadians on the staff of his papers.

—* *—

LECTURES ON "THE REAL CANADA."

Mr. C. W. Stokes, Assistant General Publicity Agent, Canadian Pacific Railway, Montreal, arrived by the *Metagama* last week for a visit to England, during the course of which he will deliver a series of lectures on "The Real Canada" as follows:—

November.—13, Ashcott, near Bridgewater, Somerset; 18 and 19, Thorpe-le-Soken, Essex; 23, Cambridge; 24, Birmingham; 25, Lowestoft; 29, Shrewsbury (Royton, Eleven Towns).

December.—1, Manchester; 3, Reading; 6, Wellingborough, Northants; 8, Long Eaton; 10, Stoke-on-Trent; 14, Oxford; 17, Exeter.

—* *—

As the fruit of a forty days' hunt in the Rockies, round about Jasper Park and Mount Robson, four Americans arrived in Winnipeg with five grizzly bears, one brown bear, one black bear, three Rocky Mountain big-horn sheep, six Rocky Mountain goats, five caribou and two moose.

Col. A. Hamilton Gault, D.S.O., of Montreal (who raised and equipped the P.P.C.L.I.), and the lady to whom he was engaged, Mrs. Kathleen Blackader, with the latter's little daughter, Patricia, were motoring to the meet of the West Somerset Foxhounds on Monday when the car skidded and overturned. Mrs. Blackader was pinned beneath the car and killed. Col. Gault and the child escaped with severe bruises. Mrs. Blackader, who was 27, lost her husband in the war.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

CLARKE.—On November 4, at Walhachin, B.C., the wife of J. C. Clarke—a son.

KELLY.—On November 1, at Beaumaris, Anglesey, to the wife of John William Kelly, daughter of John Trutch, of B.C., and widow of Richard Felix Morgan—a son.

MCGUIRE.—On November 1, at Vernon, B.C., the wife of Major Vincent McGuire—a son.

PEACHEY.—On October 26, at a nursing home, Westcliff-on-Sea, to Florence (*née* Taylor), wife of Leslie Beavan Peachey—a son.

STEWART.—On November 1, to Mr. and Mrs. James A. Stewart, of New Liskeard, Ontario, a daughter (*née* Daisy Findlay).

TRENCH.—On November 4, at Emmanuel College, Saskatoon, the wife of the Rev. George Trench—a daughter.

WICKHAM.—At St. Catharines, Ontario, on November 4, to Mr. and Mrs. A. M. Wickham (*née* Peggy Y. Park)—a daughter.

MARRIAGES.

MCKINNON—SINCLAIR.—At Ottawa, on October 16, by the Rev. S. J. Farmer B.A., Colin, son of the late M. T. McKinnon and Mrs. McKinnon, Nether Lochaber, Carmyle, to Catherine, daughter of the late Mr. and Mrs. Donald Sinclair, Breadalbane, Ontario.

STEWART—SMITH.—At Winnipeg, on November 2, by the Rev. James Cordive, John Stewart, son of the late Alexander Stewart, late of Inverness, to Margaret Kate, eldest daughter of the late William Smith, Inverness, and Mrs. McDonald, Shawlands, Glasgow.

DEATHS.

BROWN.—At Mount Hamilton, Ontario, on October 30, Frances Catherine, wife of George Brown, and daughter of the late James Robb, 39, Marchmont Crescent, Edinburgh.

EMSLIE.—At Edinburgh, on November 5, Belle Rose Emslie, elocutionist, Montreal, widow of William Rose Emslie, Edinburgh. (Canadian, New York, and Californian papers, please copy.)

GILDEA.—On November 6, at 11, Hogarth Road, London, S.W.5, Col. Sir James Gildea, G.B.E., K.C.V.O., C.B., Founder and Chairman of the Soldiers' and Sailors' Families Association, Hon. Col. 4th Batt. Royal Warwickshire Regt., aged 82.

GRANT.—In October, at Cowichan Lake, B.C., the result of a shooting accident, Edmund Hume Grant, son of Ferris and Mary Grant, of Crowhurst.

MCARTHUR.—At Edson, Alberta, on November 2, Edward, third son of John McArthur, journalist, 90, South Clerk Street, Edinburgh.

PARK.—On November 1, at Wingham, 92, Fellows Road, Hampstead, Charles Percival Park, very suddenly. (Natal and Canadian papers, please copy.)

STROVER.—On October 15, in the Ross Pavilion, Royal Victoria Hospital, Montreal, of pneumonia, Elizabeth Mildred, beloved wife of Major Wyndham George Strover, 5th Light Infantry, Indian Army, and dearly-loved daughter of Mr. and Mrs. Lorenzo Evans, 66, St. Ursule Street, Quebec.

A TRIBUTE TO THE CANADIAN FALLEN.

Among the huge gatherings of people in Trafalgar Square on Thursday awaiting their turn in the columns of those paying tribute at the Cenotaph and to the Unknown Warrior in the Abbey, there were many whose thoughts were directed to our warriors from overseas.

The simple wreath of maple leaves, with their lovely autumn tints, from Hamilton, Ontario, placed in the C.P.R. office window at Charing Cross, set thinking all those who saw it. This wreath was surrounded with pictures of famous battlefields issued by the Chemin de Fer du Nord vividly portraying the ghastly desolation of war. Accompanying the pictures were Rolls of Honour of C.P.R. men in Europe who served in his Majesty's Forces on land and sea. The C.P.R. office was closed from 10 a.m. until midday.

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EMPIRE TIMBER EXHIBITION.

The Department of Overseas Trade report in connexion with the Empire Timber Exhibition, held in London in July, that it afforded a striking and timely demonstration of the almost inexhaustible resources of the Empire in timbers suitable for every use. It is hoped that it will lead to a continually increasing demand for Empire and home-grown timbers. No call was made on public funds to defray the cost, as the receipts exceeded the expenses by £293 15s. 6d. It is proposed to hold another exhibition in 1923.

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THE FRENCH-CANADIAN HORSE.

Some interesting particulars are given in a bulletin issued by the Experimental Farms Branch of the Department of Agriculture regarding the French-Canadian horse, which, though comparatively little known outside the Province of Quebec, is claimed to be one of the most durable and otherwise useful horses to be found anywhere in Canada.

This breed, it is recalled, is descended from the old-time French-Canadian pony, sent from France to Canada by Louis XIV. These ponies were of the best that could be procured in their native land. They remained for three years the property of the King, and were then distributed among the farmers of Canada, in order to encourage the development of agriculture.

In order to maintain the breed as pure as possible a horse-breeding farm has been established at St. Joachim, some 25 miles east of Quebec City. This farm, which is operated under the Experimental Farms system, has some 30 well-selected brood mares. These, together with 15 of similar quality, kept on the Experimental Station at Cap Rouge, Que., form a collection from which it is hoped to produce a superior new foundation stock for the breed.

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Mr. A. Beverley Baxter's novel, "The Parts Men Play," has now been published in volume form, and is receiving warm praise from the London Press.

Increasing demoralisation in the Canadian sugar market is reported by the Toronto correspondent of the *Times*, who says that granulated sugar is selling at 14 cents a pound to retailers, and biscuits and candy are selling at from 2 cents to 5 cents a pound cheaper.

Professor Willey, of the University of Toronto, has sent to the London Zoological Gardens some examples of the strange newt-like creatures known as *Necturi*, whose usual haunt is the waters of St. Lawrence. They are smooth and slimy amphibians, about a foot long.

One of the soloists at a concert given in London last week by the Great Eastern Railway Musical Society was a Canadian, Miss Sarah Fisher, who is described by the *Daily Telegraph* as having "a warm and well-regulated voice and an uncommon talent for sympathetic interpretation."

Publication of the *University Magazine* (Montreal) has been temporarily discontinued, as "after twenty years the business of the magazine has grown too large and too complicated for a single casual person." A permanent organisation is being arranged.

Dr. G. C. Creelman, Agent-General for Ontario, recalls that while he was President of the Ontario Agricultural College, one of the college cows some years ago reached the remarkable figure of 2,500 gallons in one year, making 912 lbs. of butter, while there are many cows in Ontario now that give over 2,500 gallons. Ontario claims a world's record, made in 1919 by the Ontario-bred Holstein cow, Polo Mercena de Kol, which gave 365 gallons of milk, making 200 lbs. of butter, in 30 days.

In connection with export trade matters, "Canada's" Trade Enquiry Department will be pleased to furnish, as far as possible, information desired by Canadian manufacturers. This department is in touch with the buying community, and is in a position to render service on points of difficulty that confront many Dominion producers. Communications, which will be treated in confidence, should be marked "Trade Enquiry Department."

THE MANAGING DIRECTOR OF "THE TIMES."

A Brilliant Young Canadian at Printing House Square.

By Sir Harry Brittain, K.B.E., LL.D., M.P.

LORD NORTHCLIFFE possesses many attributes which have enabled him to achieve outstanding success, and in no way has he shown himself more a master of his craft than in his capacity to choose eminently capable and loyal lieutenants.

His latest appointment, namely, that of Sir Campbell Stuart to the great position of Managing Director of *The Times*, will meet with the enthusiastic endorsement of all those who have been brought into contact with this brilliant young Canadian.

Campbell Stuart is a son of Montreal, but half-way through the thirties, whose meteoric rise to fame has been sensational even for that land where "Do it now" and "Get on or get out" are mottoes handed round in the nursery.

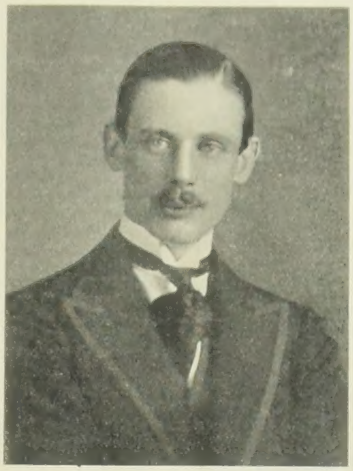
A Colonel at 30—may-be at 29—he descended upon Ireland with a battalion recruited in the Province of Quebec for service in the war; shortly after that he found himself at Washington as Assistant Military Attaché, and then once more crossed the Atlantic to take up the post of Military Secretary to the British War Mission to the U.S.A.

His all-round gifts were soon appreciated by the Napoleon of the British Press, and one task after another was found for him, each one of which he carried out with winning courtesy and 100 per cent. efficiency.

In a delightfully written book, "The Secrets of Crewe House," he lifts the veil on some of the mysteries developed in that baronial mansion, praising all and sundry collaborators, but, unlike the heroine in a world-wracking autobiography which is now upsetting London, there is but little "Here's Me" about it. Lord Northcliffe could, however, undoubtedly bear testimony as to his Vice-Chairman's utility in this supremely successful propaganda in enemy countries.

When Campbell Stuart undertakes a job he always does it thoroughly.

In the very early days of the Ministry of Information, before that Department, so efficiently controlled by Lord Beaverbrook, had properly got into its stride, a Labour Delegation from the U.S.A. appeared on the horizon. As to the *personnel* of these Government guests almost abyssmal ignorance prevailed; preparations were mostly in the air, and the visitors but three days from Liverpool.



SIR CAMPBELL STUART, K.B.E., Managing Director of *The Times*.

An S.O.S. was sent to Campbell Stuart, who readily undertook the task. With equal celerity and ultra-Canadian persuasiveness, he cajoled an inoffensive and, till then, otherwise occupied Englishman to share his troubles, and the pair set off to Liverpool, accompanied by a ready-made band of "helpers," some of whom it was found possible to lose as and when opportunity arose.

In the course of a few hours a programme was put together, and certain British war activities, until then enmeshed in barbed wire and surrounded by the reddest of tape, were made available for inspection for the first time.

When the big Cunarder arrived, everything had been rounded up, and the leaders of Uncle Sam's sons of toil (with half a dozen of the other sex) commenced a tour which, for completeness and thrills, will not be beaten for some time to come.

The largest of the Labour leaders—he must have scaled 17 stone—was said by his colleagues to be afraid of ghosts, so that naturally, when Warwick Castle was reached, hopes ran high. This expectation was duly realised, and a quite first-rate presentation of the spirit world found its way to the battlements adjoining the State bedroom in question when the hours were very small.

In London their Majesties received the delegates, who were delighted with their wonderfully democratic reception; and Sir Campbell Stuart presided over a most majestic luncheon in the great Banqueting Chamber of the Palace of Whitehall, where another Stuart in a bygone age had spent the last few moments of his life.

In passing, one may perhaps add that the ordinary citizen does not usually secure the Palace of Whitehall for a luncheon party by just going in and asking to see the menu!

That party of Labour leaders went home full of admiration for their host, and enormously impressed with the perfection of organisation they had witnessed.

In "Who's Who" Sir Campbell's recreations are said to be "Travel" and "Golf." As a traveller he is excellent, and the best of companions—as a golfer he is, I believe, sublimely indifferent. Other recreations I could doubtless add—but perhaps "Who's Who" knows best.

When the Second Imperial Press Conference was arranged, to the great regret of all Lord Northcliffe was unable, owing to reasons of health, to join his colleagues in the journey to Canada, but, as is his wont, he made no mistake in his representative.

After giving sound and valuable help in all the preliminary arrangements, Campbell Stuart went out to Ottawa on behalf of *The Times* and other allied papers, and right worthily gave the lie to that moss-covered adage that a prophet has little honour in his native land.

That the representative from Printing House Square possessed the true journalistic sense his colleagues soon discovered.

Wondrous arrangements had been made by the Marconi Co. in erecting upon the good ship *Victorian* a new record-breaking outfit for wireless telephony, which apparatus was placed at the disposal of the delegates, for messages to their papers. To journals all over the Empire these messages were sent, but the first was sent by the young man who was born in Montreal.

That self-same city gave him a great welcome, and Campbell Stuart in return gave his fellow-countrymen two or three quite first-rate addresses. It was certainly no fault of his that at Fredericton, after one effort of real oratorical excellence, one of the fiercest thunderstorms imaginable burst upon the town.

As I have said, he is efficient—thoroughly efficient—and has tact *ad infinitum;* but with all his responsibilities he is the cheeriest soul imaginable, and possesses that indefinable atmosphere of attraction which is apt to make quite strong-minded people accept his point of view after they had previously decided to do otherwise. He has, I think, the very keenest sense of humour of anyone—Canadian or otherwise—I have ever met; this might perhaps be a trifle upsetting to some people, if he did not possess the qualities hereinbefore mentioned.

In short, Sir Campbell Stuart is a real good fellow. All his friends rejoice at his success, and are convinced that, given good health, his future will redound to the credit of the Great Dominion.

He is not married—yet—but lives with his mother, who worships him.

HARRY BRITTAIN.

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CANADA'S MINISTER OF RAILWAYS.

The Hon. J. D. Reid, Canada's Minister of Railways and Canals, will be entertained at a luncheon by the Royal Colonial Institute on Monday next, at the Hotel Victoria, Sir Godfrey Lagden, K.C.M.G., Chairman of the Council, presiding.

In view of the existing position as regards the railways and the Government, Dr. Reid's speech is looked forward to with great interest, and a large gathering is expected. Tickets (for ladies or gentlemen), price 8s. 6d. each, can be obtained on application to the Secretary of the Royal Colonial Institute, Northumberland Avenue, S.W., before noon to-day (Saturday).

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The King has approved the Canadian Army Service Corps and the Ordnance Corps being shown in the Army List as allied to the respective Imperial Corps.

In the windows of British Columbia House, 1, Regent Street, London, the headquarters of the Agent-General for the Province, are some fine samples of Cox's Orange Pippins grown in British Columbia, being part of a consignment recently received in splendid condition by Mash & Austin, Ltd., of Glasshouse Street, Regent Street, and Covent Garden.

The Canadian Government Emigration Offices, 11-13, Charing Cross, London, are receiving considerably over 1,000 applications or letters per week from persons who are desirous of settling in Canada. A notice which appeared in the windows stating that a man and his wife were wanted for a gentleman's house in Ontario—the man as butler and the wife as a good cook—resulted in a large number of applicants, among them being men who held commissions during the war. At present only domestic servants are encouraged to emigrate, but in the spring there will be positions for thousands of farm workers.

WHISKY SMUGGLING ON THE BORDER.

Hotel-Keeper Killed by Clerical License Inspector.

Intense public feeling has developed over the night trade in liquor between Windsor and Detroit, and measures have been taken by the Provincial officials to prevent this illicit trade and arrest the traders (says the Toronto correspondent of the *Times*). Among those foremost in demanding the enforcement of the law is the Rev. J. L. Spracklin, a Methodist minister, who finally had himself appointed the special licence inspector at Windsor. He organised a corps of assistants, who boldly invaded private houses and took most extreme measures to control the traffic.

At 3 o'clock the other morning Mr. Spracklin, with half-a-dozen assistants, got through the windows into an hotel at Sandwich. Mr. Trumbull, the proprietor of the hotel, faced the invading party, and was fatally shot by Mr. Spracklin. According to Mr. Spracklin, he was threatened with revolvers by Trumbull, and fired to save his own life. An hour later Mr. Spracklin appeared at the police headquarters at Windsor and surrendered.

Some hours before the shooting three men with rifles attacked a motor-boat which was used by Mr. Spracklin to pursue liquor smugglers. Three assistant inspectors were in the boat at the time, but nobody was injured. The boat of the attacking party escaped into American waters.

It is estimated that since January 1 liquor valued at $60,000,000 has been conveyed to Windsor and neighbouring border cities, and that the profit of the illicit traders is $30,000,000. In a few months a baggage man made $40,000 and a farmer $60,000, while a woman living on the American side has a banking account of $135,000. All efforts to suppress the traffic have been abortive.

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PROSPERITY ON THE PRAIRIES.

Sir Henry Drayton, Dominion Minister of Finance, stated while recently in Toronto, on his return from the West, that the Prairie Provinces appeared to be quite prosperous.

"While the crops are poor in some sections," he said, "taking the West as a whole the harvest is good. During my visit to the West I looked into conditions, financially and otherwise, and concluded that the Western Provinces promise great development in the future. The crops are being marketed in good shape, which in itself is a hopeful sign that business is good. The people are busy, and prosperity appears to be the keynote to the entire situation. Some manufacturers in the East and West have adopted a policy of operating on a more economical basis, which was only natural on a falling market. While a great many firms may be reducing their staffs and curtailing their output, I see no reason for hard times."

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EXPORT TRADE COMPLAINTS.

Canadian Trade Commissioners throughout the Empire complain to Ottawa that Canadian firms collect for goods exported in United States funds (says the Toronto correspondent of *The Times*). They also complain that Canadian steamship companies are collecting freight charges at the New York rate of exchange.

One Trade Commissioner reports that British merchants are asking if Canada is only a commercial adjunct to the United States. Australia is finding difficulty in making payments for Canadian goods. It is explained that Australian purchasers find balances in London depleted because imports from the United Kingdom during the last year or so have greatly exceeded exports to the British Islands.

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CUNARD LINE BUSY.

With the arrival at Southampton of the *Aquitania* from New York and the departure of the *Carmania* from Liverpool for New York on Tuesday, the Cunard Line have with these steamers dealt with nearly 3,000 passengers. That there is considerable movement in the trans-Atlantic traffic is further evidenced by the fact that including the above figures the Cunard Line have during the last eight days, through their various services, landed or embarked nearly 10,000 passengers. The express Channel service of the company (Southampton-Cherbourg-New York) maintained by the *Aquitania*, *Mauretania* and *Imperator* is responsible for over 4,000 during this period; the Liverpool service over 3,000; while the *Caronia* and *Saxonia*, which maintain the London-Halifax-New York service, are credited with over 2,500.

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The Commission of Emigration for Canada draws the particular attention of steamship booking agents to the memorandum issued by the Department of Immigration and Colonisation at Ottawa on September 22. It is pointed out that non-compliance with the regulations contained in that memorandum, especially as to emigration permits for unaccompanied women, has led to numerous cases of serious inconvenience and expense.

MEDICAL QUALIFICATIONS IN CANADA.

Dominion and Provincial Registration.

The Medical Council of Canada makes the following announcements with regard to Dominion and Provincial registration:—

(*a*) Any person who secures registration on the Medical Register of Canada by examination is entitled to register without further examination in any Province of Canada, on complying with the necessary regulations pertaining thereto, including the payment of the Provincial registration fee.

(*b*) Any person who was duly registered in any Province of Canada prior to November 7, 1912 (the date under which the Medical Council of Canada was first legally constituted under the Canada Medical Act), but who was not so registered ten years prior to November 7, 1912, may be registered on the Medical Register of Canada, either by examination or without examination, on the completion of ten years after the date of his Provincial registration.

(*c*) Any person whose first Provincial registration is subsequent to November 7, 1912, can become registered under the Canada Medical Act only by passing the examinations of the Medical Council of Canada.

(*d*) Any person who secured registration on the Medical Register of Canada by Provincial registration of ten years' standing is entitled to register without further examination in any Province of Canada on payment of the necessary fee, and subject to the following proviso of Section 18, Clause 2, of the Canada Medical Act: "Provided that if the Medical Council of any Province is not satisfied with the period of years prescribed by the subsection, such Medical Council may, as a condition to Provincial registration, exact an examination in final subjects from practitioners registered under this subsection, and the said examination shall be held according to the provisions of the by-laws or rules of the respective Provincial Councils."

Any person who, on or before November 7, 1912, was the holder of a licence or certificate in any Province of Canada, and who has been in active practice in Canada, shall, ten years after such Provincial registration, be entitled to register without examination. Certificates in blank will be provided by the Registrar of the Medical Council of Canada (Dr. R. W. Powell, 180, Cooper Street, Ottawa) upon application.

The qualification granted by the Medical Council of Canada is the "Licence of the Medical Council of Canada" (L.M.C.C.).

The Medical Register of the Dominion contained 587 names on July 9 last.

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RAPHAEL TUCK AND SONS' CHRISTMAS PUBLICATIONS.

At this, the darkest and most melancholy time of the year, any reminder of Christmas cheer and brightness to come is welcome; and no reminder could be more effective than the appearance of Messrs. Raphael Tuck & Sons' catalogue of artistic cards, calendars, and gifts for friend to send to friend at the season of goodwill. Immense variety is displayed in the cards and calendars, and they cover a very wide range of subjects. The oil and water-colour facsimiles are a special feature, and the tasteful "auto-stationery" is sure to be popular. There are also, as usual, facsimiles of famous pictures reproduced by the "Oil Facsim." process, while the children's book section neglects nothing that is dear to the heart of a child. There is also a large selection of the ever-popular jigsaw puzzles (or "zagzaw," as Messrs. Tuck have named them), including a novel pocket puzzle.

Messrs. Tuck have again been favoured with royal orders for Christmas cards. The subject of the King's card is "William and Mary opening the Royal Chelsea Hospital in 1692"; that of the Queen's "All in a Garden Fair"; and that of Queen Alexandra's, "Dawn." The Prince of Wales' choice appropriately represents King Henry VII. granting Letters Patent to "search and conquer unknown lands" to John Cabot and his sons, the discoverers of Newfoundland.

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Miss Doris Hemmings has arrived in London from Paris to carry on editorial work in association with the office of the Montreal *Daily Star* in London.

Insurance to the amount of nearly $1,600,000 has been issued by the Dominion Government since the Returned Soldiers Act became effective. About $15,000 has been received in premiums.

In recommending to the Central Council of the Canadian Red Cross Society that work should be continued in Siberia, Capt. J. S. Atkinson, Assistant Commissioner at Vladivostok, said the Canadian Red Cross was handling the distribution of relief material from England, Japan and China, as well as other countries, and that it was the only society of its kind remaining in the country.

Is "Canada" in your local library or reading room? If not—why not?

OCEAN PORTS 2,000 MILES FROM THE SEA.—II.

Twin Cities' Views on the Need for the Deepening of the St. Lawrence

The question of the practicability of the deepening of the St. Lawrence waterway so as to permit of ocean vessels proceeding to the Great Lakes without breaking cargo, and vice versa, is at present being examined into by the International Waterways Commission on Waterways. The project is being opposed by [illegible] the St. Lawrence ports and city authorities, and also by some American interests, but is being strongly supported by the Great Lake cities and towns. Below are given views of the Twin Cities of [illegible], which are 2,000 miles from the Atlantic and [illegible] Pacific—as set forth by Mr. Irving Delamater, Vice-President of the Fort William Board of Trade, on behalf of the Councils and Boards of Trade of the two municipalities.

THE completion of the deepening of the St. Lawrence will probably have a more far reaching influence on the future development of the mineral resources adjacent to these two cities than any other individual development.

The principal basic mineral resources of the Dominion of Canada are iron, coal, oil and copper.

Sooner or later the coal situation in Canada will become more acute. This will not be on account of the depletion of the United States coal reserves, but it can be attributed to a variety of reasons. A combination of depleted resources and increased population in the United States and Canada, along with an increasing per capita consumption in both countries, makes the question an important one. As the industries grow in the United States, and as they require more coal, the situation will become more acute in our country. Canada has the least claim on the supply, and is situated farthest from the source thereof. She must, therefore, of necessity initiate precautionary measures.

A Paramount Factor.

Canada's coal supply is a paramount factor in national independence and commercial survival. It is a subject large and important enough to demand the continued attention of the Government. It is a problem of especially great importance to every citizen in this country. Canada must develop her own resources, both for domestic and industrial use and also for increasing export trade, which is really a large factor in the accumulation of wealth in any country.

It is our belief that most of the sections tributary to the Great Lakes, on the Canadian side, will in the near future be forced to bring coal from Eastern or Western Canada. This demand will extend over a section of our country several thousand miles in extent. The inauguration of the waterway will bring close to our doors Nova Scotia coal, which cannot be brought thus far west at the present time on account of the high freight rates. If steamers could bring the coal direct to our lake ports, the freight rate would not interfere, and the situation would be relieved.

The deep waterways scheme will also develop a large block of power, with a resultant saving in the consumption [illegible]. It has been intimated that the development now being considered by the International Waterways Board will create two millions additional horse-power, which is equal to about 15,700,000 tons of coal per annum, on a basis of 60 per cent. power load factor. Taking into consideration the precarious coal situation at the present time, and looking into the future, it is very desirable that this power be made available.

The vast areas of undeveloped iron fields will [illegible] engineering faculty can see at the present [illegible] Canada for not only hundreds but probably thousands of years.

Our copper resources are, many of them, very far in the north and at present inaccessible, but with the proposed development, ocean shipping will be brought approximately a thousand miles nearer to the ore fields.

"White Coal."

Our water-powers are without parallel an[illegible] world, so that the question of "white coal" need never be a source of worry.

Recent developments in the iron and steel trade in the United States show that the large manufacturers are turning their attention to, and are now building plants on, the Great Lakes waterways, practically entirely for the [illegible] and also to get away from the congested districts inla[illegible]. The head of the Great Lakes being in the unique position of being where, with the deep waterways development, [illegible] iron, coal, power and ocean shipping meet, would offer as great facilities for the development of future trade, especially for export, as any other position in the world.

The large bulk of imports coming into these two ports consists of coal. The following figures give some idea as to [illegible]

STORAGE BINS AND CONVEYORS, G.T.P. GRAIN ELEVATOR, FORT WILLIAM.

amount of coal received at the head of the lakes from year to year :—

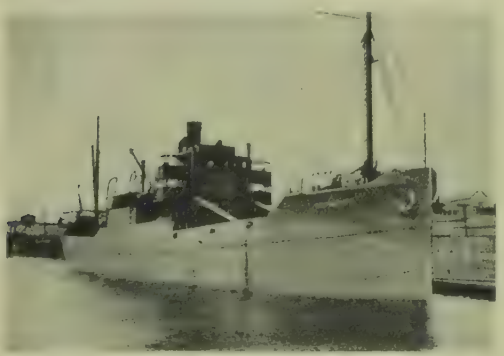
	Bituminous. Tons.	Anthracite. Tons.
1915	1,223,514	274,656
1916	2,063,809	499,717
1917	2,253,279	502,309
1918	1,861,557	315,758
1919	1,397,796	444,743

During the last five years, it will be noted, we have received a total of 10,837,138 tons of all kinds of coal.

To handle this immense quantity of coal we have, at the head of the lakes, four fully equipped coal docks, which will unload 3,050 tons of coal per hour and have a storage capacity totalling 2,496,000 tons. These coal docks are so equipped and operated that during the open season of navigation they operate twenty-four hours per day, unloading a total of 73,200 tons per twenty-four hours if necessary, and are second to none in the world.

Package Freight.

In addition to coal, we receive large quantities of package freight for distribution in Western Canada. For this purpose we are well equipped with docks, freight sheds, etc., which can be increased to take care of larger traffic if found necessary. We might say in passing that a lot of the package freight comes direct from Montreal in canal-sized steamers.



A GREAT LAKES STEAMER AT MONTREAL.

If the package freight steamers could come from European countries direct to these two ports without breaking bulk a great saving would be effected. The cost of unloading at Montreal, storage charges and the cost of reloading into canal-sized steamers or barges would be eliminated. The saving would be felt directly by the consumers of Western Canada.

We quite realise that the present traffic from the European countries to this country is not very heavy, but we look forward with a great deal of anticipation to a large increase in this business during the next decade or two. As the prairies become more filled with settlers and the demands of Western Canada increase from year to year this traffic will of necessity also increase. Any saving, therefore, that can be effected by the elimination of unnecessary charges will be a direct contribution to the purse of the consumer of this great Western country.

Advantages to Grain Producers.

As stated before, the producers and grain trade of Canada are vitally interested in any project that will tend to reduce transportation costs. The development of the St. Lawrence River will, we believe, do this.

There will be seven outstanding advantages to the producers of grain in Western Canada through the establishment of this route:—(1) Reduction of freight rates; (2) elimination of transfers; (3) elimination of shortages in Eastern elevators; (4) retention of identity of grain shipped; (5) elimination of shrinkages; (6) improvement of car service; (7) grain shipped will more nearly represent certificates issued at Fort William and Port Arthur.

It is only a truism to state that water transportation is much cheaper than rail. Some experts have stated that you can carry a bushel of grain six miles by water for the same charge that you can carry it for one mile by railroad.

At the present time grain can be shipped to the Atlantic seaboard from Fort William and Port Arthur during a period of open navigation in three distinct ways:—(a) By boat direct, but not exceeding a maximum cargo of 80,000 bushels, on account of water draft; (b) by boat to the Georgian Bay elevators and then transferred to canal steamers or barges for transhipment to Montreal; (c) by boat to any of the Eastern public elevators and then transferred by cars to the seaboard.

It does not require any stretch of imagination to figure a saving in freight rates if large steamers could load at the head of the lakes and then proceed without interruption to the Atlantic. The quantity of grain taken, at the present time, by the small steamers direct to Montreal is negligible. Shippers of grain would much prefer shipping direct by steamer if it was possible.

The saving in freight rates is problematical. It has been stated that 5 cents a bushel would be saved, but we are not prepared, on account of the unstabilised freight rates in existence, on account of after-the-war conditions, to express an opinion thereon. Sufficient to say that we believe a large saving would be effected, which saving would increase the wealth of the Western producers to that extent. At the present time it costs 7 cents per bushel to ship direct by steamer to Montreal, 14 cents by lake and rail, and 18 cents all rail. The saving is obvious.

At the present time a bushel of grain is loaded into a steamer at Fort William, is carried by the steamer to one of the bay port elevators, and there unloaded. It is then loaded into either canal barges, steamers or cars and shipped to Montreal or other Atlantic seaboard ports, where the grain is again unloaded, generally speaking, into a transfer elevator. Finally the grain is transferred into ocean steamers.

Handled Five Times.

This means that a bushel of grain is handled once at Fort William or Port Arthur, twice in the Eastern public elevator, and twice at the seaboard—five times in all. If a steamer could load at the head of the lakes and proceed direct to Europe, four transfers would be eliminated, four transfer charges would be saved—approximately 2 cents per bushel—and the grain would be delivered in better condition and more quickly than at the present time.

It might be stated that the transferring of grain does not improve the condition of grain, but has a tendency to do the opposite. Constant transferring breaks the kernels and reduces the quality of the grain.

It might also be stated that insurance charges would be saved in connection with grain passing through Eastern bay port elevators, and the one insurance on the cargo would be sufficient.

It has been well known for some years that the erection of Eastern bay port elevators has not kept pace with the development of the private and terminal elevators at Fort William and Port Arthur. The Eastern elevators would not, however, be deprived of their livelihood because Western grain for domestic consumption in Eastern Canada would still have to be transferred through these elevators.

At the present time the majority of steamers discharging grain at the bay ports have shortages. Irrespectively as to who pays for these shortages, they occur, and are a tax on the grain trade. If the steamer pays for them the steamer takes care of the probable shortage in the freight rate quoted. If the shipper pays for them the shipper must, of necessity, take care of them in the charges he assesses.

Weighing Facilities.

The weighing facilities of Fort William and Port Arthur are conceded to be the best on the North American continent. The chief weighmaster at these points, with his staff of able assistants, all of whom are under a Government body, the Board of Grain Commissioners for Canada, have exercised such a strong supervision over the scales and loading equipment in the elevators that the grain trade acknowledges in general the correctness of weights at the heads of the lakes. No such supervision is attempted in the public elevators in the East. In fact, it has been substantiated, time and time again, that the equipment and weighing facilities in the Eastern elevators are far below the standard of the weighing facilities at the head of the lakes. The result? Shortages. These shortages vary in amount. Some have been known to go as high as 3,000 bushels, while the majority are in the neighbourhood of one or two hundred bushels.

We quite readily acknowledge that it is impossible to weigh one hundred thousand bushels of grain into a steamer here and expect to have the same quantity, no more or no less, to arrive at the other end. There is bound to be some variation in the scales, and in addition thereto we have the human factor. If steamers taking on grain at the head of the lakes, however, were permitted to proceed direct to the Atlantic seaboard, or even to Europe, most of these shortages would be eliminated, and the exporter would be sure of receiving as correct weights as it is humanly possible to give. The saving in this regard with the present high prices of grain would be enormous.

(To be continued.)

February 1 has been fixed for the hearing of arguments on the question of the value of the Grand Trunk Railway, which is being taken over by the Dominion Government. The board of arbitration will sit at Montreal.

TRADE OPPORTUNITIES IN NEWFOUNDLAND.

H.M. Trade Commissioner's Advice to British Manufacturers

FOLLOWING upon an official visit to Newfoundland in September, Capt. Evan J. [illegible], C.B.E., Trade Commissioner in Canada and Newfoundland (with headquarters at 248, St. James' Street, Montreal), furnishes to the *Board of Trade Journal* an interim report dealing broadly and generally with the opportunities which exist for manufacturers to commence or develop a trade in Newfoundland.

Great Buying Capacity.

Dealing with one or two points which impressed him very much, Capt. Edwards says:—

"It was exceedingly pleasant to find on all sides such an intensely Imperial spirit, which manifested itself in deeds as well as words. Not only was everything connected with the Mother Country affectionately referred to as 'home,' such as the home mail, the home boat, the home manufacturers, but great stress was put by the various merchants on the fact that

THE GOVERNMENT BUILDINGS AND LAW COURTS, ST. JOHN'S, NFLD.

they were buying goods from the United Kingdom, and they took every opportunity of bringing this to the notice of the public. Another matter which greatly impressed me was the very large amount of trade there is to be done in Newfoundland. I frankly confess that before my visit I had fallen into the common error that Newfoundland, with a population of little over a quarter of a million, could not be a very profitable field for United Kingdom manufacturers, but I soon discovered my mistake, and realised that this was a part of the Empire where not only was good business to be done in many lines, but also that the various buyers were willing and anxious to do everything possible to place their orders with United Kingdom manufacturers. To give an actual illustration of the buying capacity, I found that one firm of wholesale and retail merchants in 1919 bought hosiery from one United Kingdom firm to the value of £16,000.

The Identity of Newfoundland.

"The third point which most impressed me was the fact that many United Kingdom manufacturers insist on treating Newfoundland as part of Canada, instead of realising that it is a separate self-governed territory. These manufacturers try to transact their Newfoundland business through their Canadian agents or houses, and this procedure by no means meets with the approval of Newfoundland buyers, and is the cause of a very considerable loss of business to the United Kingdom. The Newfoundland buyers, practically without exception, in-

[illegible] on dealing either direct with the United Kingdom manufacturer or else through the local agent who communicates with the producer without going through a third party. During my visit I was shown at least twenty letters from United Kingdom manufacturers, many of them important concerns, who acknowledged an enquiry by informing the Newfoundland buyer that it had been forwarded on to their representative in Toronto, who handled all Canadian business, and who would probably be calling on them in the course of a day or two. As a matter of fact St. John's, the principal city of Newfoundland, is nearer Liverpool than it is to Toronto. The delay involved is not the only thing which irritates the Newfoundlander, for he is very proud of the fact that Newfoundland is the oldest, or one of the oldest, parts of the Empire, and he resents anything which might be construed into a slight on his country.

Agencies for Newfoundland.

"The feeling mentioned in the preceding paragraph was so apparent to me that I inserted display advertisements in the various Newfoundland newspapers, inviting manufacturers' agents who desired additional British agencies to call and see me. This invitation met with an extraordinary response, and I interviewed a large number of excellent men, the majority of whom already hold important United Kingdom agencies. As a result of my action, I am glad to state I was able to procure a list of a number of men who are desirous and capable of taking additional agencies. Full particulars regarding these agents can be obtained from the Department of Overseas Trade, 35, Old Queen Street, Westminster, London, S.W.1.

Principal Industries.

"Perhaps it may be of interest to manufacturers to give briefly a few particulars regarding the industries of Newfoundland and its commercial systems. The principal industries consist of fishing, lumber, pulp and paper, and mining, including oil and cement. The principal factories are ropes and nets, clothing, boots and shoes, oil, soap, paint and tobacco, but these factories do not nearly supply the local demand from the various articles which are produced in them, and United Kingdom manufacturers of these articles should certainly not overlook this market because they feel that the local demand is met by the local supply. In connection with these factories it should be remembered that not only does all the machinery for them have to be imported, but also, in most cases, the raw materials used, as I think I am right in stating that none of them are produced locally. By far the bulk of the trade of Newfoundland, both import and export, is done through the capital, St. John's. In this city there are a large number of excellent stores, which do a wholesale and retail business in the capital, and, in addition, do a purely wholesale business in the out ports with the smaller stores. A few merchants in the outports import direct, but the bulk of the buying is done through the larger houses in St. John's. A glance at the map will show that, while St. John's is situated at the south-east of Newfoundland, the city is connected by railway and by coastal boats with all parts of the country, including Labrador. It is only by travelling over the railways that a correct idea of the wonderful enterprise and skill that have been shown in providing transport between the various parts of the country is obtained, for these railways pass through hundreds of miles of rock and forest.

Studying the Market.

"Apart from the points which I have already emphasised as being of importance to United Kingdom manufacturers desirous of doing business in Newfoundland, it is important that close attention should be given not only to the quality and price of the various goods, but also to the get-up. The illustration I have already given in regard to the hosiery manufacturer will serve to show what can be done when attention is paid to these three essentials. In this connection I shall at all times be only too pleased to obtain samples, particulars and prices of any foreign articles which are being imported into Newfoundland, and which are finding a ready sale.

"To show that United States manufacturers are fully alive to the prospects of this market, I made enquiries during my stay in St. John's, and found that there were close on thirty representatives of United States manufacturers visiting Newfoundland at that time, compared with two from United Kingdom manufacturers. I hope this fact will act as a stimulant, and not as a deterrent to the United Kingdom manufacturer, as it shows that there must be a great quantity of business to be obtained, otherwise all these men would not be there, and I confidently assert that British goods and British manufacturers will always have the preference."

For the benefit of those manufacturers who are not conversant with the tariff arrangements in Newfoundland, Capt. Edwards points out that there is a tariff on practically [illegible] article imported and that there is at the present no preference

given to any part of the world. This tariff is imposed purely for revenue purposes.

He recommends United Kingdom manufacturers to communicate with him if and whenever they require detailed information regarding the possibilities of any class of trade in Newfoundland. He suggests that it would be a very great help in maintaining and stimulating business, besides making the business relations more friendly, if more were done by manufacturers doing business in Newfoundland in the way of inviting buyers to visit their works while in the United Kingdom.

"I would ask those manufacturers who produce goods which might be sold in Newfoundland, and who are not transacting business there at present," concludes Capt. Edwards, "to consider very carefully the opportunity which this part of the British Empire offers, and would impress upon them the desirability of either sending out a special representative periodically from the United Kingdom who could visit Newfoundland on his way to Canada, or appointing a local man as manufacturers' agent. In conclusion, I would most strongly impress upon manufacturers the necessity for visiting both Canada and Newfoundland for the purpose of ascertaining for themselves the demand which exists, and the class and style of goods which it is necessary to supply in order to meet that demand."

—* *—

OBITUARY.

At Montreal.—Mr. James Lang (70), a native of Padstow, Cornwall, and founder of the Lang Manufacturing Co.; Mr. Charles A. Baird, accountant at the Peel Street branch of the Bank of Montreal; Mr. James Inglis Roy (78); Mr. Edward D. Bryant (74); Mr. George M. Webster (64).

At Ottawa.—Mr. Thomas Birkett (76), ex-Mayor and formerly M.P.; Mr. Erskine H. Bronson (76), who was a Minister without portfolio in the Provincial Cabinets of Sir Oliver Mowat and Mr. Hardy, and sat as M.L.A. for the city. He was prominent in the lumber industry.

At Hamilton.—Mr. F. H. Whitton (61), a native of Northampton, who entered the employ of the G.T.R. in 1859, and was in 1916 general manager and vice-president of the Steel Co. of Canada, of which his son, Mr. Corbett F. Whitton, is assistant secretary.

At Carleton Place, Ont.—Mr. Andrew Neilson (70)

At Brantford.—Mr. Frank J. Bullock, a real estate agent for 40 years.

At Port Arthur.—Mr. William Marrigan (59), contractor.

At Saskatoon.—On October 26, Hon. Joseph B. Prince (65), of Battleford; formerly a member of the N.-W.T. Legislature and Mayor of Battleford; appointed to the Senate, 1909; interested in lumber, flour and cattle.

At Winnipeg.—Mr. T. W. Robinson, barrister, of the firm of Trueman, Hollands & Robinson; Mr. Charles C. Chataway, C.E. (killed in an elevator accident), a native of Heckfield, Hants, who settled in Winnipeg in 1891, and was a prominent land surveyor; Mr. James Chisholm (79), a resident for nearly 50 years, and a prominent architect.

At Calgary.—Mr. William J. Moffatt, a well-known lumberman and contractor.

At Vancouver.—Mr. A. H. Morton, broker.

At Passadena, Cal.—Lt.-Col. J. A. Cantlie (43), formerly O.C. Cameron Highlanders, of Winnipeg.

—* *—

SOLDIERS' LAND LOANS.

There was an increase of nearly $1,500,000 in the amount of loans to soldier settlers made by the Soldier Settlement Board in the month of September. The total amount approved to October 2 was $78,285,752, and the number of settlers' loans 19,526.

Loans were for the following purposes:—To purchase land, $42,631,096; to remove encumbrances, $2,169,466; for permanent improvements, $8,991,015; for stock and equipment, $24,594,175.

The number qualified by the Board for the privileges of the Act is 41,161, out of applications numbering 56,974.

The number of grants of free Dominion lands to soldier settlers is 7,987. The total area represented by these soldier grants is over 1,900,000 acres.

The settlers who have received loans are distributed as follows:—Prince Edward Island, 291; Nova Scotia, 392; New Brunswick, 491; Quebec, 454; Ontario, 1,374; Manitoba, 3,233; Saskatchewan, 4,765; Alberta, 5,625; British Columbia, 2,991.

—* *—

There are at present seven vacancies in the Canadian Senate.

A company, capitalised at $1,000,000, has been registered in St. John's, Newfoundland, for the purpose of erecting a modern hotel in that city. It is intended to include a theatre, assembly room, and roof garden. In recent years hotel accommodation in St. John's has not kept pace with the growth of the city, and has been insufficient to meet the demands of the travelling public.

DUCHESS OF CONNAUGHT MEMORIAL HOSTEL.

Filling a Much-felt Want Among Canadian Visitors.

The Duchess of Connaught Memorial Hostel at 14, Bedford Place, London, W.C. (which, it will be remembered, was opened in May last), is running very well, and is filling a much-felt want among Canadian men visiting London. It has been and is usually full, and intending visitors would do well to book rooms in good time. Twelve more single rooms have been added since it was opened.

Many of the frequent visitors have been in the Canadian Army, and come to London from all parts of the British Isles to have artificial limbs fitted or repaired, and special accommodation on the lower floors is always kept available for them.

The Hostel was recently visited by Miss Dorothy Yorke, Lady-in-Waiting to Princess Mary, and by Mrs. Conyers Bridgewater (of Victoria, B.C.). Both these ladies have kindly agreed to arrange musical evenings for the visitors throughout the winter months.

The Duke of Connaught has kindly presented the Hostel with a piano, which has added much to the home-like look of the sitting-room and to the enjoyment of the visitors, all of whom greatly appreciate the Duke's kind thoughtfulness for them.

CAPTAIN JAMES GILLIES, C.B.E., SUPERINTENDENT OF THE C.P.O.S. AT LIVERPOOL.
Accompanied by his daughter, leaving Buckingham Palace, where he was invested with the C.B.E. last week by the King.
Photograph: Topical Press.

Lt.-Col. A. H. Corelli, the first visitor when the Hostel opened, has just returned to Canada.

Now that the coal strike is over, one of the chief attractions at the Hostel will doubtless be the new central heating system throughout the building. This should do much to add to the comfort of Canadian visitors, who seem to feel English fogs and damp cold so keenly.

* *

Mr. R. Home Smith, Chairman of the Toronto Harbour Commissioners, says that if the United States does not see its way clear to make the deepening of the St. Lawrence an international undertaking Canada will do the work itself.

Until the British exporters start making out their invoices in such manner as to recognise that their paper money is not worth the same as sterling, the same as is being done in other countries, the present difficulties with regard to importations from Great Britain will continue," says Mr. W. S. Weldon, Collector of Customs at Montreal.

Is "Canada" in your Club? If not, why not?

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

Among those nominated by the Prime Minister to be Trustees of the Imperial War Museum under the Act of 1920 are Lord Beaverbrook and Major-General J. E. B. Seely, M.P.

* *

The Hon. J. D. Reid, Dominion Minister of Railways, and Mrs. Reid have returned to Queen Anne's Mansions from a visit to the battlefields and to France, where their daughter will remain at school. Dr. and Mrs. Reid expect to return to Ottawa *via* New York by the R.M.S. *Olympic* next Wednesday. On Monday Dr. Reid will speak at a luncheon given by the Royal Colonial Institute (see page 185).

* *

Major-General Sir David Watson, K.C.B., of Quebec, has arrived in London, and is staying at the Royal Automobile Club.

* *

Viscount and Viscountess Arbuthnott have arrived at Arbuthnott House, Kincardineshire, from Canada.

* *

The ball held last month by Sir Frederick and Lady Orr-Lewis, at the Ritz-Carlton Hotel, Montreal, in honour of their daughter, Miss Helen Orr-Lewis, marked the opening of the social season there. It was attended by nearly 350.

* *

Mr. Alexander Johnston, Deputy Minister of Marine and Fisheries, Ottawa, has been appointed General Assistant to the President of the British Empire Steel Corporation.

* *

Mr. Thomas Robb, secretary of the Shipping Federation of Canada, is attending the meeting at Geneva of a joint committee of representatives of shipowners and seamen.

* *

Lady Drummond, during her visit to London last week, lunched with Mrs. Minty at the Curzon Hotel. Sir George and Lady Parkin and Mr. and Mrs. Alan Sullivan were among other guests invited to meet her. Lady Drummond, who has been investigating the organisation of women's hostels, will return to Montreal next month.

* *

Miss Howard, daughter of the Agent-General for Nova Scotia, arrived in Glasgow on Tuesday morning, having been in Canada and the West Indies since last March.

* *

Mr. A. L. Fullerton, manager in London and a director of the Dominion Securities Corporation, who has been suffering from a slight attack of scarlet fever, is still confined to his residence. Mr. Arthur F. White, one of the directors, has arrived from Toronto to take over his duties temporarily.

* *

Mr. J. D. G. Kippen, Montreal manager of the Merchants Bank of Canada, is expected to arrive from Canada by the R.M.S. *Empress of Britain* next Wednesday, accompanied by Mrs. Kippen.

The Hon. N. W. Rowell, who is staying at Claridge's Hotel, represented the Dominion of Canada on Friday of last week at a conference between the Cabinet and some of the representatives of the Dominions and India, who will attend the forthcoming meeting of the

MR. A. J. MITCHELL,
Vice-President of the Canadian National Railways, who returned to Canada last week.

Assembly of the League of Nations at Geneva, with a view to discussing and reviewing the general international situation. The Rt. Hons. Sir George E. Foster and C. J. Doherty, the other two representatives of the Dominion of Canada at Geneva, arrived from Ottawa on Wednesday.

* *

Among the guests present at the Lord Mayor's banquet at the Guildhall on Tuesday were Sir Hamar and Lady Greenwood, the High Commissioner for Newfoundland, Sir Charles Hanson, M.P., Mr. William Hanson (Montreal), Sir Campbell Stuart, and Lord and Lady Morris.

MR. C. W. STOKES, MONTREAL
Assistant General Passenger Agent of C.P.R., who is lecturing in England. (See page 184.)

Col. Andrew O'Reilly, D.S.O., Canadian [illegible] emigration agent at [illegible] ... to Canada ... office.

* *

Among the recent [illegible] Canada have been Sir James [illegible] Victorian; Col. and Mrs. W. [illegible] mson, per *Montcalm*; Sir H. [illegible] and Mr. Joseph Lapointe; Mr. E. C. [illegible] lones and Mr. A. J. Mitchell, *Idvatic*; Col. and Mrs. Reginald [illegible] per *Imperator*.

* *

Among the arrivals from Canada [illegible] ween Rev. J. D. Mullins, D.D., Sir T. [illegible] and Lady Robinson, per *Mel* [illegible] Major-Gen. Sir C. M. Dobell, K.C.B., Sir T. H. and Lady Esmonde and M. [illegible] s. W. Tolmie, per *Victorian*.

* *

Mr. R. B. Bennett, K.C., Calgary, has been appointed representative of the Canadian Red Cross Society on the Governing Board of the League of Red Cross Societies; and Mrs. H. P. Plumptre, Toronto, representative to the International Red Cross Conference to be held in Geneva in March, 1921.

ENGAGEMENTS AND MARRIAGES.

The marriage arranged between Captain the Hon. Piers Legh and the Hon. Mrs. Alfred Shaughnessy will take place very quietly next Monday, at St. Peter's, Eaton Square, at 12 noon. There will be no reception.

* *

Mr. and Mrs. Shirley Ogilvie, of Montreal, announce the engagement of their youngest daughter, Marion, to Mr. John Y. K. Walbank, son of the late Mr. W. McL. Walbank.

* *

At the Chapel of the Franciscaines, Quebec, on October 20, the marriage of Gabrielle, daughter of the Premier and Mrs. L. A. Taschereau, to Capt. Courtland Fages, son of Brig.-General A. O. Fages, was solemnised by Cardinal Begin assisted by the Rev. l'Abbe Dagneaud and the Rev. E. H. Dionne, of l'Islet, uncle of the bride.

* *

The marriage of Mrs. Aileen Sophie Hooper, of Winnipeg, to Major Maurice W. Turner, second son of Mr. and Mrs. E. R. S. Turner, of Honor Oak Park, London, England, took place on October 18, at St. James' Parish Church, Winnipeg.

* *

At the Basilica, Quebec, the marriage of Marielle, daughter of Mr. and Mrs. Zepherin Hebert, to Mr. Phillipe Krafft, son of Mrs. Krafft, of 22, Boulevard St. Michel, Paris, was solemnised by Archbishop Bruchesi.

* *

The engagement is announced of Ella Irene, younger daughter of the late Mr. M. G. Dickieson, of the Department of Finance, Ottawa, and Mrs. Dickieson, to Lt. John Henry Thompson, of the Naval Service, son of the late Mr. Robert Thompson, of Durham, England, and Mrs. Thompson, now of Toronto. The marriage is to take place this month.

* *

The marriage has taken place of Hilda, daughter of the late Mr. Dennis Mu[illegible] and Mrs. Murphy, to Col. Kenneth P[illegible] of Kingston, son of Commissioner Perry of the R.C.M.P., and Mrs. Perry. Col. and Mrs. Perry will reside in Kings[illegible]

* *

The marriage took place on October 11 at the Church of St. Louis de France, Montreal, of Blanche, daughter of Mr. and Mrs. Henri Pelletier, and niece of Sir Charles Fitzpatrick, Lt.-[illegible] Quebec, to Mr. Louis Normandin[illegible]

FROM EAST TO WEST

ONTARIO PROVINCE.

OTTAWA.—Speaking in the Normal School to delegates attending a convention of teachers, the Hon. R. H. Grant, Minister of Education for Ontario, said that he was advocating and working for a minimum salary of $2,000 for teachers. This, he declared, was the only amount which would satisfy him.

TORONTO.—Reforestation plots of from five to ten acres will be planted and maintained in every township by the Ontario Government where the township is willing to co-operate. The Government is anxious to encourage the re-forestation of waste lands, and asks the townships to purchase a suitable plot on a well-travelled road and fence it. The Government will then supply the plants and trees and look after the plot in the early years of its growth. The plots will be vested entirely in the township, and all profit accruing therefrom will go to the township.

——In the Provincial by-election for North-East Toronto Mr. Alex. Lewis, Conservative, was elected by a majority of 3,600 over Maj. H. Kippen, Liberal, and Mr. J. Higgins, Labour. Only 14,000 out of 60,000 registered voters came to the polls.

——The Canadian Daily Newspaper Association at its first annual meeting elected as officers:—President, Mr. P. D. Ross, *Ottawa Journal*; Vice-President, Mr. F. J. Burd, *Vancouver Province*; Treasurer, Mr. George E. Scroggie, *Toronto Mail and Empire*.

Following the religious services in St. Michael's Cathedral in connection with the celebration of the 25th anniversary of the episcopal consecration of Archbishop McNeil, a presentation to him of a purse of gold, amounting to $50,000, was made by the Very Rev. Dean John L. Hand on behalf of the clergy and laity of the archdiocese.

The north-east corner of Victoria and Lombard Streets has been sold through the Sterling Trusts Corporation for the sum of $100,000. This property was formerly known as the Comstock Building, and was owned by the Dovercourt Land, Building, and Savings Co. The site has a 46-ft. frontage on Victoria Street and is 88 ft. deep on Lombard Street.

HAMILTON.—Mr. John G. Cloke, a prominent bookseller of this city, signed a cheque just before his death for $500 towards the fund being raised in connection with Dr. Wilfrid Grenfell's mission in Labrador.

——Mr. Arthur W. Crawford, of this city, a returned soldier, it is announced, has been appointed assistant to Professor McGill, Director of Technical Education for the Dominion.

LONDON.—The Board of Education estimated that it will cost about $500,000 to erect the new Collegiate Institute, but it is expected it will entail an expenditure of not less than $750,000. Of this sum the Board has only $235,000 on hand.

BROCKVILLE.—Mr. Earl R. Ashley, proprietor of the Garbutt Hotel, has disposed of the property to Mr. W. G. Oliver, of Welland, Ont., who took possession on November 1.

KINGSTON.—An order for four locomotives for the Temiskaming and Northern Ontario Railway has been received by the Canadian Locomotive Co., and the company now has on hand contracts for 28 engines.

——Prof. W. E. McNeill, head of the Department of English in Queen's University, has been appointed Registrar and Acting Treasurer of the University in succession to Mr. G. W. Y. Chown, who has retired after many years of efficient service.

WOODSTOCK. Oxford County grows sugar mangels so big that it takes a horse to yank them out of the ground. Mr. John R. Ransome, a farmer near Curries, a few miles from the city, furnished proof with a mangel which weighed 26 lbs., and a Shetland pony was necessary to uproot it. It is big enough to make 5 lbs. of the best sugar. The mangel is 3 ft. long and nearly a foot thick.

KITCHENER. The population, according to the figures of the Assessment Commissioner, has reached a total of 23,927, an increase of 1,975 over last year. The assessment now amounts to nearly $18,000,000. The assessments on business blocks and factories have been increased from 10 to 15 per cent., and on residences from 10 to 25 per cent.

QUEBEC PROVINCE.

QUEBEC.—It is believed that the Provincial Legislature will meet on January 4. A number of important measures, foreshadowed in the Hon. A. L. Taschereau's maiden speech as Premier, are to come before the House, as well as amendments to the Quebec Temperance Act, which, however, will make no radical changes in the existing system, but will apply rather to effective enforcement of the clauses of the existing law.

——To aid European emigrants and prepare them for conditions existing in Canada, the Canadian Pacific Ocean Services has placed an interpreter on each of their vessels sailing from European ports, and already the innovation has fully justified itself in the assistance rendered both to the authorities and intending settlers.

——An asbestos mine has been discovered near Landrienne Station in Abitibi, a quarter of a mile from the village and about a hundred feet from the railway line.

Messrs. Nere Moran and N. Richard, Independent Liberals, have been elected respectively in Kamouraska and St. Maurice County. The Liberals chosen by the Liberal Convention, Messrs. L. A. Dupuis and J. H. Guillemette, were defeated by respectively 20 and 260 votes. The Portneuf vacancy, caused by the resignation of Sir Lomer Gouin, was filled by the election by acclamation of Mr. Edouard Hamel.

The crop in the Province has been a splendid one this year, states the Hon. J. E. Caron, "not only in regard to increased production, but also as far as quality of products is concerned. However, there is still a great need for hands on the farm next year if the present production is to be kept on the increase."

MONTREAL.—The well-known Joyce property on Phillips Square is to be taken over by the Canada Cement Co., which will erect a large office building. The whole of the front of the block in which the Joyce Building is located is said to be involved, the purchase price being $175,000, or at the rate of about $35 a sq. ft.

Sir Alfred Booth, chairman of the Cunard Line, has been here to confer with the Robert Reford Co., Ltd., on plans for next season's traffic and proposed extensions.

——The Canadian Government Merchant Marine, Ltd., will operate passenger steamers in January next to the Bahamas, Jamaica, and British Honduras from St. John, N.B.

——A fire at St. Stanislas, near Valleyfield, did damage estimated at between $150,000 and $200,000.

NEW BRUNSWICK.

FREDERICTON.—At the North America Antimony and Smelting Co.'s Lake George mines preparations are being made for more extensive operations.

The Rev. Alban F. Bate has been elected rector of Fredericton.

PRINCE EDWARD ISLAND.

CHARLOTTETOWN. More than $1,000,000 worth of silver fox pelts have been exported from Prince Edward Island during the past season. During the same period half a million dollars' worth of breeding stock has been shipped to various parts of the globe. The last shipment comprised 133 silver black of the highest quality, valued at $100,000, and was sold by Mr. W. K. Rogers to the Central New York Fur Co., of Utica, N.Y.

——The three-masted schooner *Annie McDonald* was launched from the yards of her owner, Mr. J. A. McDonald, at Cardigan, on October 17. The new vessel is 120 ft. overall, and 700 tons burdon.

NOVA SCOTIA.

HALIFAX.—A weekly steamship service is to be established between St. John's, Newfoundland, and this port this month.

——There are 53 restaurants doing business in Halifax, controlled as follows:—19 Chinamen, 2 Greeks, 1 French, and 33 Canadians and Englishmen.

SYDNEY.—According to report, $6,000,000 is to be expended by the Dominion Coal Co. on new plants and equipment. A new mine is to be opened up which, it is expected, will give the concern a daily output of 2,500 tons. The company will spend $50,000 on the installation of electric lights in the pits, $2,500,000 in the purchase of new and up-to-date mining machinery, $600,000 on repairs to old machinery, and the remainder on general work in the different mines.

CAPE BRETON.—The gypsum property at Cheticamp, which has been idle for some time, is to be resumed with full operation in the spring, under a reorganisation of the company. Three miles of railway have been installed, with cars, engines, etc., and the machinery and equipment represent an investment of $400,000. The capacity of the plant will be 50,000 tons per year.

MANITOBA PROVINCE.

WINNIPEG.—Seventy-two miles of steel have yet to be laid before the Hudson Bay Railway will be completed, the Hon. Edward Brown, Provincial Treasurer, stated recently. The Government is carrying on as well as possible under the circumstances, Mr. Brown said, and it was hoped that it would soon be completed.

The Government has under consideration the purchase of an experimental farm in the south-western portion of the Province. It will probably be situated near Melita.

Many enquiries are being received for business locations and warehouse sites in the city. Most of these are for next spring's development and come from across the line.

Some heavy losses are being incurred by fur dealers all over the West. A local furrier stated that he had rat-skins in his warehouse at the present time for which he had paid $5, and that he had this fall been offered similar muskrats for $1. This isolated instance illustrates some of the losses which may have to be incurred in the readjustment in certain lines of the fur trade in Canada.

The *Free Press Bulletin* says: "The Farmer group elected to the Provincial Legislature last summer will support the Norris Administration, and will not enter the House as an Opposition party." Mr. A. R. Boivin, member for Iberville and Secretary of the Farmer Party, informed the *Free Press* that "the moderate element of the Labour Party is making overtures to join the Farmer group."

At the residence of the Hon. Robert Rogers on October 19, at a dinner tendered to Bishop Farthing, of Montreal, those present were the Primate of All Canada, the Bishop of Toronto, the Bishop of Ottawa, the Bishop of Qu'Appelle, the Bishop of New Westminster, the Bishop of Edmonton, and the Bishop of Columbia.

SASKATCHEWAN.

REGINA.—Seven car-loads of high-grade dairy cattle, especially selected for Saskatchewan farmers by the Provincial Government, have been purchased in Eastern Canada with a view to stimulating dairying in this Province. They will be sold to the farmers at cost.

——Mr. Thomas Dowrick Brown, K.C., of Brown, Thomson & McLean, has been appointed Director of Prosecutions under the Saskatchewan Temperance Act.

——Macdonald-Crawford, Ltd., one of the largest wholesale grocery firms in Canada, has established itself here, with Mr. W. D. Mair as manager. The opening of the warehouse here has been considered by the company for some time.

Twelve stores, half the business section of Wadena, were burnt on October 19, causing $300,000 damage to that town of 1,200 population.

Another proof that Saskatchewan can grow successful apples is given by the Provincial Minister of Agriculture having received some splendid Wolf River apples from a farm at Indian Head. Crab-apples have been grown in the Province with success for several years.

Recent sales of farm lands in the Province show a decided increase in value. One farm purchased near Milestone in 1906 recently sold for $70,000, or at the rate of $150 per acre.

It cost the Government and the farmers of Saskatchewan less than $70,000 to save $2,000,000 worth of wheat from the inroads of grasshoppers, according to Mr. M. P. Tulls, Field Crops Commissioner. It is shown that an area of 1,500 square miles in the southern part of the Province was invaded by the insects and about 75,000 acres, or 21 per cent. of the crop acreage, destroyed. The total cost of the campaign against the grasshoppers was $63,981.

ALBERTA PROVINCE.

EDMONTON.—His Honour E. P. McNeill, Judge of the District Court of the district of Macleod, has been appointed Junior Judge of the District Court of Calgary to replace Judge Winter, promoted. Mr. Lucan Dubuc, of Edmonton, barrister, is to be District Court Judge of the district of Peace River and a Local Judge of the Supreme Court of Alberta.

CALGARY.—Sir William Mackenzie is paying his first visit here for five years. He predicts a great development in mineral resources.

LETHBRIDGE.—An automatic grain stooker, patented in Canada and the United States, has been invented by a Raymond farmer and is being tried. The stooker is attached to the binder, and many who have examined it believe it may revolutionise harvest work and prove a success. The machine is of a very simple design, necessitating no addition to horse traction power.

——Farmers in the Lethbridge Northern irrigation district by 258 to 15 voted in favour of bonding their land for $50 per acre, making a total of $5,400,000 for the purpose of constructing an irrigation project to water annually 108,000 acres. This is the first time in Canada that farmers have bonded their land for the purpose of constructing an irrigation system.

BRITISH COLUMBIA.

VICTORIA.—The Provincial Legislature was dissolved on October 24. Nomination day has been fixed for Wednesday, November 10, with elections on Wednesday, December 1.

VANCOUVER.—Work on the new Union Bank building at the corner of Hastings and Seymour Streets is rapidly nearing completion, at a cost of $400,000. The exterior of the building is executed in Haddington Island stone.

——Plans for the re-modelling of the C.P.R. Hotel Vancouver provide double the present space for rotunda and office. At present there is much congestion, especially on days when Oriental or Australasian liners arrive.

NELSON.—After 9¼ months' chase, the 1920 ore receipts at the Trail Smelter, though long held down by the Sullivan strike, caught up to last year's figures in October. On October 14 the receipts totalled 267,768 tons, a margin of 1,223 tons over a year ago.

KAMLOOPS.—The big Fruitlands Ranch, owned by an English corporation, which controls more than 45,000 acres of land here, will clear $30,000 on apples alone this year, according to the statement of its manager.

* *

DAWSON, Y.T.—Caribou are so plentiful that large herds have been roaming within the outskirts of the city on both sides of the Yukon River.

FARMING IN MANITOBA: The Lea

A GOOD CROP OF ONIONS.

CATTLE O

HARVESTING.

A PR

D ALONGSIDE THE GRAND TRUNK PACIFIC.

THRESHING S

Industry of the Province is Agriculture.

RA FARM.

A MARKET GARDEN AND BARN NEAR SELKIRK.

FALL PLOUGHING.

AGE LA PRAIRIE.

A SWAN RIVER FARM (ON THE C.N.R.

CANADIAN PRESS VIEWS.

The Premier's Tour.

"Mr. Meighen has well proved his steel since he assumed the office of Premier. His industry is remarkable; he has imperturbable good humour, which he preserves in many provoking circumstances, and by cautious temper and moderation of mind is able to accomplish an immense amount of work without irascibility or exhaustion of his physical powers. As Southey said of Gladstone when the latter gave early evidence of his extraordinary versatility and mentality, so may it be said of Hon. Mr. Meighen that 'the young man will not disappoint his friends.'"—*Montreal Gazette.*

Canada's National Merchant Marine.

"Many complimentary references are being made in the United States newspapers lately about Canada's Government Merchant Marine. The steady growth of the fleet, its constant employment, and the new traffic arrangements made by the management, have been in marked contrast to the operations of the United States Shipping Board. . . . According to the last reports, the Canadian Government freighters are still showing balances on the right side, and, what is more important, are still expanding trade opportunities for this country. We have a large field of Overseas trade yet awaiting cultivation, and the freighters of the Government marine will be the principal instruments in the new expansion of our foreign trade that will come once the period of price unsettlement and deflation is over."—*Toronto Mail and Empire.*

The West and the Tariff.

"The plea of the manufacturers of the West, as so far laid before the Tariff Commission, may be summed up in a sentence: Free trade in what they have to buy for their business and protection for all they produce. Almost without exception free raw materials was demanded, and no interference with the duties on their finished goods. These manufacturers know well on which side their bread is buttered: they can size up to a nicety financial advantages to be gained by tariff manipulation. Removal of duties on raw materials, with no reduction of the duties on their finished product, would be equivalent to increased tariff protection to the amount of the remitted duty. They would escape that share of tariff taxation, leaving the ultimate consumer paying as much as ever."—*Grain-Growers' Guide.*

The Peace River Country.

"It is not a question whether the people can afford to establish railway connection with the Peace River country, but whether they can afford not to do it. When the Pacific Great Eastern is completed to Prince George and equipped it may involve provincial obligations around thirty millions. Extension through the best of the Peace River country to meet the Alberta system may cost one-third as much. But the extension will open up for settlement a far larger area of cultivable land than the original P.G.E. line. When the district is occupied it will probably originate more traffic than will be produced on the longer portion to the south. In short, the Peace River division of the line will provide traffic for itself and give the more costly portion a paying business."—*Vancouver Province.*

Winnipeg's "Mail."

"If a man spent $100 on a dress suit and wore it with a dirty old pair of shoes run down at heel, would we admire his judgment? If a family built a beautiful house and then went ahead and furnished it with junk, what would be thought of their taste? If a man paid $1,000,000 for a great picture and then refused to buy a frame for it, wouldn't everybody think he was crazy? If a musician spent $5,000 on a grand piano and then kept it in his coal cellar, people would say he was eccentric. If a woman bought a diamond sunburst and kept it in the garbage bucket, people would say that she was 'strange.' Yet any one of these apparently absurd actions appears to fit the case of the people of Winnipeg at this time. The people of Winnipeg as part of the population of Manitoba were partners in the expenditure of several millions of dollars on a magnificent Parliament building, and they now appear disinclined to construct a decent approach to it. They spend a fortune on a truly noble building and then they are content to leave it isolated and hidden away behind some residential and business blocks."—*Manitoba Free Press.*

British Capital.

"It is said that British fortunes are bound for Canada as soon as adverse exchange rates permit the movement. It behoves us to keep taxes on capital as light as possible to encourage employment of it here, and thus benefit everyone in the country."—*Toronto Mail and Empire.*

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2. To establish a Convalescent Home in connection with the Scheme for those whose wounds or sickness necessitate treatment after returning to civil life, and for those who are incapacitated after many years' service with the Colours.

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THE newly appointed Agent-General for Ontario was President of the Ontario Agricultural College, Guelph, from 1904 till 1920, and has all his life been intimately associated with Ontario agriculture on the practical side. He will be glad to advise any farmer, farmer's son, or country worker who is considering the question of emigration to Canada or who wishes to buy a farm in Ontario.

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Agent-General for Ontario,

163, Strand, London, W.C.2.

(Mark letters "Personal.")

A BID FOR FORTUNE: THE STORY OF A SERVANT GIRL

"I WANT to go to Canada, how much does it cost to get there?"

The official at the counter glanced from the eager faced girl to the elderly woman with her.

"Oh, yes!" said the other, "She's fairly set on it 'Mother!' she keeps saying to me, 'it's no good your trying to stop me, for I'm bound to emigrate'; and I've got to think at last that it's no use going against her, so I just came along with her to hear all about it."

"Well," said the man, "why do you want to go to Canada and what do you expect to do there?"

"Want to go? Why, I have wanted to go for years now and there are a great many reasons why. For one thing I don't wish to spend all my life in the kind of place I have now, a few shillings every week and very little time to one's self, and hard work with lots of grumbling thrown in. I want to get on better, and to earn more money. Then I hear that Canada is going to be one of the finest countries in the future, and I want to be there."

"You have some friends or a friend over there perhaps," suggested the man.

"No, I can't exactly say that I have friends there. One or two have gone from round our way, but we don't hear from them."

"But what about the letters in the papers?" he said, again

THE HOME OF A SUCCESSFUL ALBERTA FARMER.

thinking to try her mettle. "Have you read what some of the newspapers have been printing about Canada?"

"Read them? Well, I think I've read everything about Canada that has come my way; but if you mean the 'grumblers'" letters, as I call them, father keeps me well up in those. Oh, yes Every time there is anything in the paper about Canada he's always very careful to read it out to me. No, that doesn't trouble me at all. I'll tell you what I think of those letters. They are mostly written by people who never ought to have gone to Canada."

"Where do you think your place and work lie in Canada?" said the man, rather amused at this girl's outspoken opinions.

"Oh! I know what kind of work is wanted, and that is the very kind of work I'm prepared to do; but just where to go first I'm not very clear, and that is one of the things I want you to tell me."

"I do not think for one minute you will be at a loss anywhere in Canada for work," said the man, looking at her neat dress and capable-looking hands. "But, speaking of hard work, you mentioned just now that your present work is pretty hard. Do you expect to find the work any easier out in Canada? It is a country where there are not very many 'soft jobs,' you know."

"Me wanting a soft job!" said the girl, "Well! when I get out to Canada I am willing to get up early and work late if need be. I'm prepared to wash and cook and scrub and bake, and I can do them all; but what I do want is to be able to get out of the feeling that I am just a machine and to try what it feels like to be treated as a human being. That's what gets me. It isn't the work I'm afraid of."

The man laughed, but with a distinct note of approval in his voice, and then he said, "Well! I certainly think you are the right kind of girl for Canada. Now suppose we try to find which is the best corner for you, and then we'll see about the fare."

The scene of all this conversation was a large shipping office in the North of England, where a busy stream of people passed in and out from time to time, changing foreign moneys and purchasing tickets to all parts. During part of the conversation a man had stood at the further end of the counter arranging for some berths on an outgoing boat. A few minutes after the eager girl and her mother had left the counter, armed with several booklets and all particulars of

[illegible] and arrange. The man returned to the office and found that they had been able to [illegible] the young lady, who was [illegible] on getting to C[illegible]

I could not h[illegible]

said, "and she is just the kind of girl my wife and I [illegible] been looking for. We own a farm near Calgary. We [illegible] been here for a few weeks' holiday, and we thought it [illegible] could get a lively girl to return with us it would [illegible]

It did not take one of the lad's many minutes to go round to Mary Keen's house—for that was [illegible] less for Mary herself to reappear in [illegible]

"Well, here's an offer of a place in [illegible]" said the man, "and fare paid and everything fixed if you like to see this gentleman's wife and arrange matters."

"I could not help overhearing some of the things you said," the Canadian informed Mary, "and I guess we have got all the machinery we want on our little farm, but we *do* want a sensible girl who understands how to help run a house. My wife will be just delighted to see you." And leaving the address of his hotel and note of an hour at which it would be convenient for Mary to call, he hurried off.

A wondering father and mother at Mary's home that evening heard more about Canada than they had heard in all the days before, and of the wonderful things Mary intended to do there.

A few hurried days for preparation, and Mary had indeed started out on her journey. Her cheerful note of assurance failed only for one instant at the parting, but her last words before embarking were philosophic and unfaltering: "Well, cheer up, mother; I'll be writing you soon, and you know I'd have been bound to go sooner or later."

A week or two ago the same shipping agent received a letter with a sum of money from Mary. "Will you please," she wrote, "send out Nellie ——, who wants to come to Canada? There are three people here who would like to have her. I've written to Nellie, and you can just tell any girls who come to you that there is lots of work out here for the right ones, and if they just make up their minds to come they'll be bound to get on."

"But there," as the agent remarked, "every girl is not like Mary."

E. G. RAMSEY

—— * * ——

ONTARIO MOTHERS' CHARTER.

Allowance for Rearing a Family.

The Ontario Legislature recently passed what is known as the Mothers' Allowance Act, which, under certain conditions, provides for the payment of a monthly allowance towards the support of dependent children in the care of their mothers.

Applications under this Act are considered only when the mother of the children is a widow or the wife of an inmate of a hospital for the insane in Ontario, or of a man who is permanently disabled and incapable of contributing to the support of his family.

The allowance is, of course, governed by various regulations and restrictions, the chief of which are that she must continue to live in Ontario with her dependent children so long as she is receiving the allowance. She must be a British subject by birth or naturalisation, or the wife or widow of a British subject, and she must be a fit and proper person to have the care and custody of her children. Allowances are not made except where the mother can prove that she is unable to care properly for her family without a grant under the Act.

The scheme is administered for the Province from offices in Toronto, but very shortly every city, town, and county will have its local Board.

The Mothers' Allowances Commission is very emphatic in the statement that it does not wish applicants to be considered as applying for charity, but rather that the mother, when in receipt of an allowance, is to be regarded as an employee of the Ontario Government receiving remuneration for services rendered in the proper care of her children.

The Government, having undertaken this duty, also imposes certain responsibilities upon the parent, and she must satisfy the Commission not only of her fitness to receive an allowance at the time of her application, but also from time to time that she is fulfilling the trust thus placed in her.

The Act does not state any fixed sum or schedule according to which payment of allowance will be fixed, but the Commission will fix the maximum and minimum rates, within which allowances will be made according to the requirements of each specific case.

The scheme, which has received widespread approval, is regarded as a long step in the right direction, and will bring relief to many a distressed and deserving Ontario mother struggling to give her family a satisfactory education and upbringing.

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

CANADIAN EX-SOLDIERS IN THE UNITED KINGDOM.

To the Editor of *Canada*.

SIR,—Mr. C. A. Donovan, President of the United Kingdom Branch of the Great War Veterans' Association of Canada, and a member of a deputation received by Mr. W. L. Griffith, Permanent Secretary, Canadian High Commissioner's Office, on November 1, instanced certain cases of unfairness to which a Canadian disabled ex-soldier is universally subject who accepted the offer of retirement in the British Isles made him by the Dominion Government, conditionally only that on doing so the soldier would forfeit his right of free return passage to Canada. No intimation was made to the soldier on such retirement that he would be ignored in any further Dominion Government grant that might be made to Canadian ex-Service men, and that a 30 per cent. advance made on the pension of Canadian ex-soldiers would be refused because a soldier had accepted the Government's offer of retirement.

In the cases that have come under my observation, I find that the underlying reason why many Canadian soldiers accepted the offer of retirement in the British Isles was that the very nature of their injuries seriously handicapped them from following their accustomed life, either of surveyor, woodman, agriculturist, or other useful pursuits in the field of labour in which they might have been absorbed. It was therefore under the painful conditions in which they were placed, and due to war service, that they took, very regretfully, the only step that seemed open to them. The very nature of their amputations and wounds rendered them also susceptible to severe extremes of temperature. Their blood circulation was impaired. They dreaded the long winter; they could not navigate on the snow-covered ground, and the danger arising from slipping on the ice-covered roads and pavement could not be minimised. And very often also it was a case of shattered nerves and impaired health that rendered them desirous of seeking the shelter of their old homes in the quiet places of the Old Country—homes probably often much impoverished, yet they were welcomed back gladly. And these, the type of men who won glory and honour for Canada—their disability itself proves it—are being discriminated against: the type of heroes so effectively portrayed in Mr. Kennington's "*Victims*" (or shall we say "*Victors*," as I understand the picture was entitled when on view in Ottawa last summer?). And the *victors*, and the *victims* also, these men will remain until they receive remedial and equal treatment with the Canadian ex-soldier who was able to return to Canada.

Mr. Ross, who, as secretary of the United Kingdom Branch of the Great War Veterans' Association of Canada, is in daily touch with the Canadian ex-soldier in this country, stated in evidence that "there is much distress among Canadian ex-soldiers in London. Men were selling up their homes."

I am sure every Canadian will be in sympathy with the suggestion put forward that a Board be set up to investigate the true state of affairs, and that the matter be dealt with in an amicable spirit, bearing in mind the sacrifices of these men, who left to fight to keep Canada and the Empire a free Commonwealth.

I could instance cases in which those in authority in the name of Canada in London could do much more to help the employment of Canadian ex-soldiers in this country, but until official apathy is overcome this happy result will remain in oblivion.—Yours, etc.,

A CANADIAN IN LONDON.

November 5, 1920.

—* *—

CANADIAN MISSION TO RUMANIA.

Undaunted by the ill-success of Col. F. E. Burnham, of Winnipeg, with his medical mission to Serbia, the Canadian nursing mission to Rumania, of which Miss Dorothy Cotton is directress, will sail for Europe early this month. Word has been received by Miss Cotton that a large stone structure, once occupied by a German sisterhood, and later utilised as a German military hospital, is being prepared for the mission.

News from Col. and Mrs. Burnham shows that they are now at Scutari, Albania, whither they removed after having encountered all kinds of rebuffs and hindrances at the hands of the Serbs, for whom they had laboured for some years. Col. Burnham tells a strange tale of persecution of the Montenegrins by the Serbs, and it is because he has espoused the cause of the former that he has been thwarted to such an extent in his work that he has left Serbia and gone to Albania.

—* *

One hundred and fifty guns are on their way to Canada to take the place of the guns sent overseas by the R.C.H.A. during the war.

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DEPARTMENT OF AGRICULTURE & IMMIGRATION.

WINNIPEG, CANADA.

Our Library Table.

The "Openings for British Women in Canada," in all spheres of usefulness, are set forth in detail in a booklet bearing that title, edited by Florence B. Low, which has just been published by William Stevens, Ltd., Henrietta Street, London, W.C.2 (price 2s.). It includes a number of illustrations, and deals with the opportunities for educated women as teachers and in other vocations, as well as for domestic, shop, and farm workers, and also for those who are disposed to take up poultry and fruit farming and have some capital. Altogether, this publication can be commended to all women who are thinking seriously of settling in Canada.

THE UNIVERSITIES OF THE EMPIRE.

"The Yearbook of the Universities of the Empire" (edited by W. H. Dawson, and published for the Universities Bureau of the British Empire by G. Bell & Sons, London) is a useful handbook for all connected with education or with Imperial matters. General particulars are given of all the Universities of the Empire, together with a complete list of the members of their staffs. As indicating the scope of the work, the

UNIVERSITY OF NEW BRUNSWICK, FREDERICTON. FOUNDED 1800.

Canadian Universities occupy 76 pages. A general article on Canadian Universities is contributed by Dr. A. Stanley Mackenzie, President of Dalhousie University, who is President for 1920 of the Conference of Canadian Universities. In this he says:—

"It is probably not true to say that Canada has evolved a distinctive type of University; and yet Canadian higher institutions of learning differ in many ways from the corresponding institutions in the British Isles and in the United States. One might divide Canadian Universities into groups, determined by the prototype after which each was consciously or unconsciously modelled. In the first group are those which followed closely the Oxford tradition—King's, New Brunswick, Bishop's, Toronto, and some of its federated colleges (University, Trinity, Wycliffe). The Universities in the second group are those which modelled themselves on Edinburgh, viz., Dalhousie, McGill, Queen's, Laval in Quebec, Laval in Montreal (which has lately changed its name to that of the University of Montreal), and Ottawa have followed closely the forms and tradition of France. The four Western Provincial Universities of Manitoba, Saskatchewan, Alberta and British Columbia, and especially the three last, bear a close resemblance to the State Universities of the United States. The Universities which have not been named are perhaps more free from direct imitation of older types.

"As the years have gone by all these institutions, while maintaining individuality and evidences of their original form, have tended to uniformity in many important regards. . . . A feature of Canadian Universities which distinguishes them from the typical Universities of the United States is the provision made for the ambitious student and the student who wishes to specialise during his course for the B.A. degree. This is accomplished by the provision of the system of Honour courses. . . . No small measure of the academic success of Canadian students in post-graduate work in home and foreign Universities is to be attributed to this system."

A special feature of the present edition is an appendix, in which an account is given of the war work, other than combatant, undertaken by the Universities of the United Kingdom, this being supplemented, in the case of the Universities overseas, by statistics showing the graduates and undergraduates serving with the forces, together with the honours they gained. McGill University records 2, and Alberta, Manitoba and Victoria University, Toronto, 1 V.C. each.

A POPULAR WOMAN NOVELIST'S CANADIAN MEMORIES.

Miss S. Macnaughtan, the popular novelist (who, it will be remembered, died in the middle of 1916, from the effects of her war experiences) visited Canada in 1911, just before the outbreak of the war. She left an account of her experiences in an unfinished condition and these experiences have just been published, under the editorship of Beatrice Home. The chapters of "My Canadian Memories" (London: Chapman and Hall, 12s. 6d. net) give interesting impressions of the parts of Canada Miss Macnaughtan visited, its outstanding features, and some of the prominent public men of the Dominion. While in many ways unpretentious, they show that keen and sympathetic insight into human nature which characterise her novels. In particular, part of the first chapter "On Board the C.P.R." is something of a "prose poem" of the railway. Here are two paragraphs from it:—

"Even a traveller (whose comments upon any country it is noteworthy to observe once more, are not of much consideration) may, as he stands on the platform of a railway station on some autumn morning, catch something of that sense of romance, almost of poetry, which is conjured up at sight of the great pioneer of Canada's roadway from ocean to ocean. The song of engines and of steam, of roaring factories and the harnessing of Nature's forces, has hardly been breathed yet. But the rhythm of mechanical movement may yet prove to be full of music, and the glint of burnished steel in engine or machine may move us to admire not only its strength but its grace.

"The air is cool and crisp on the autumn morning, and the maple trees are red. Overhead the sky is blue, and there is a sense abroad of something vigorous and strength-compelling in the air. Every field and every river suggest abundance, and one is reminded of those persons who, when they have discovered some attractive spot in the world, say in a whisper, 'Don't tell anybody about it or it will get spoiled.' In Canada, however, there is room for everybody. And the traveller, half moved to envy, is inclined to ascribe to atmosphere the vitality of a new nation, and to feel that, with clear skies overhead, and a touch of early morning frost melting in the bright sunshine, physical energy might be an easily acquired thing, and life itself prove to be not too strenuous."

Romance in Pioneering.

She had a keen sense for the romance of pioneering, on the part of women as well as men, and a strain of whimsical humour runs through many of the stories she retails. She says: "Few things are so stirring as old stories, with their blending of humour, pathos, the clash of arms, and that curious sense of music which underlies some of them. Their usefulness lies in emphasising the fact that countries are made by individuals, and that individuals will continue to make them. We have often heard it said that what Canada wants is a leader. In our humble opinion that is just what she does not want. Individual effort has made her trade and her commerce, just as individual effort claimed the services and made the homes of the first settlers. Their success has been misnamed independence, for independence, we humbly submit, can only result in non-productive isolation, whether of individuals or of nations. It is better explained by the old analogy of childhood and youth leading up to that sense of responsibility which is neither swagger nor independence, and which men and women either accept or refuse as God made them, but which can never be accepted lightly. The future of Canada lies with each man and woman who lives there. Its integrity lies with them, and this is an important matter. Individual men and women have made the country, and as they have made it so they must hold it. Its success depends exactly on the manner in which they accept this responsibility or disregard it." Romance is conspicuous also in the biographical and character sketches which she gives of outstanding Canadians, related in connection with the "story" of their railways, the C.P.R., and the C.N.R.—Lord Strathcona, Sir William Van Horne, Sir William Mackenzie, Sir Donald Mann, and Col. A. D. Davidson. Her object in giving these sketches, Miss Macnaughtan says, is the desire to show what endeavour may do, and she emphasises that the successes which are being made to-day can be repeated by men of pluck and perseverance to-morrow. "There is no end to opportunity, and very few things are impossible."

The last three chapters are devoted to Shipping, Reciprocity, and the Royal North-West Mounted Police. In the first two of these, subjects are naturally touched upon which the passage of time has affected in various ways, but they are interesting by reason of the racy way in which their historical record has been dealt with.

* *

The Duke of Devonshire has become Patron of the Western Canada Colonisation Association, "as he feels that proper stimulation and guidance of the immigration into Western Canada is of the utmost importance to the Dominion."

A ROMANCE OF THE WAR.

Canadian Lieutenant's Finnish Bride

A romance of the war is recalled by the departure for Canada last week on board the C.P.O.S. liner, *Minnedosa*, of Lt. T. C. Wetton, of Winnipeg, and his bride.

Lt. Wetton and Mr. Askari Tokio, ex-Prime Minister of Finland, were in charge of a party of 30 Finns, who are going to work as lumbermen in Canada. These men fought for the Allies in North Russia, and on returning to Finland were arrested.

Miss Aimi Kauppinen (now Mrs. Wetton) travelled some hundreds of miles from her home at Rovaniemi, North Finland, in order to join her two brothers, who were serving under Lt. Wetton. While acting as a nurse she was wounded and imprisoned. Lt. Wetton saw that she was well cared for, and the friendship between them grew apace.

When the evacuation was ordered Lt. Wetton wished to marry her and bring her to England as his wife, but she refused to leave her brothers to face alone the dangers of returning to Finland, preferring to suffer with them if they were arrested. Lt. Wetton returned to England, and, as expected, the pro-German Finnish authorities arrested the pro-British legionaries on their return.

Later, Miss Kauppinen, in the depth of winter, travelled alone from Rovaniemi to Helsingfors in the south, a distance of 600 miles, only to find that Lt. Wetton had gone. Subsequently Lt. Wetton, after overcoming many obstacles, succeeded in getting Miss Kauppinen safely to England, and they were married last June.

—* *—

FRENCH HONOURS FOR CANADIANS.

Many Decorations and Medals Announced.

The following decorations and medals have been awarded to Canadians by the French Republic (*London Gazette* Supplement, November 2):—

Legion d'Honneur.—*Commandeur:* Col. (temp. Maj.-Gen.) Sir H. E. Burstall, K.C.B., K.C.M.G., A.D.C. *Officier:* Maj.-Gen. C. C. Van Straubenzee, C.B., C.M.G. *Chevalier:* Maj. O. Asselin, Que. Regt.; Lt.-Col. K. C. Bedson, Man. Regt.; Lt.-Col. W. S. Buell, 1st C. Ont. Regt.; Maj. H. J. Chaballe, M.C., Que. Regt.; Lt.-Col. J. P. Decarie, C.A.M.C.; Maj. G. R. Geary, 2nd C. Ont. Regt.; Hon. Capt. R. M. Hardie, Can. Gen. List.

Croix de Guerre.—Lt.-Col. W. R. Bertram, C.M.G., D.S.O., Man. Regt.; Capt. O. G. Donovan, C.A.M.C. (2nd award); Lt. G. H. Gilbert, M.C., M.M., Sask. Regt. (2nd award); Capt. (act. Maj.) J. E. Gobeil, M.C., C.A.S.C. (2nd award); Maj. F. W. Miller, M.C., 1st C. Ont. Regt.; Capt. D. J. Murphy, C.A.P.C. (2nd award); Capt. J. A. A. Pare, M.C., C.A.M.C. (2nd award); Maj. (act. Lt.-Col.) W. H. Robinson, O.B.E., C.A.S.C. (2nd award); Lt.-Gen. Sir R. E. W. Turner, V.C., K.C.B., K.C.M.G., D.S.O.

Medaille d'Honneur Avec Glaives "en Vermeil."—Lt. E. Allen, 22nd Bn., Que. Regt.; Lt.-Col. G. H. Cassels, C.M.G., O.B.E., 2nd C. Ont. Regt.; Capt. (act. Lt.-Col.) H. Le M. de Martigny, Que. Regt.; Lt.-Col. C. MacP. Edwards, D.S.O., E. Ont. Regt.; Lt.-Col. N. Gentles, D.S.O., Sask. Regt.; Lt.-Col. T. Gibson, C.M.G., D.S.O., Que. Regt.; Maj. A. B. Gillies, O.B.E., C.F.A.; Brig.-Gen. D. McD. Hogarth, C.M.G., D.S.O.; Lt. (act. Capt.) A. Joly de Lotbinière, Que. Regt.; Hon. Capt. Rev. H. E. Letang, Chap. Ser.; Maj. J. A. Lussier, C.A.M.C.; Maj. (act. Lt.-Col.) C. P. McPherson, Sask. Regt.; Lt.-Col. F. Morison, D.S.O., Man. Regt.; Capt. (act. Maj.) W. McA. Nickle, M.C., E. Ont. Regt.

Medaille d'Honneur Avec Glaives "en Argent."—401526 Rgtl. Sjt.-Maj. W. Barnes, 1st Bn., Ont. Regt.; 13616 Coy. Sjt.-Maj. W. Bryant, Sask. Regt.; 420390 Coy. Sjt.-Maj. J. P. Edgar, Man. Regt.; 18052 Coy. Qm.-Sjt. H. B. Jameson, C. Ont. Regt.; 110317 Coy. Sjt.-Maj. J. T. Leroux, Que. Regt.; 841389 Sjt. S. Liddell, 3rd Engrs.; 127590 Sjt. R. A. Lochead, Ont. Regt.; 448162 Coy. Sjt. A. Marcotte, Que. Regt.; 59777 Rgtl. Sjt.-Maj. C. Patten, 21st Bn., Ont. Regt.; 79985 Sjt. H. Turner, Alta. Regt.; 222129 Sjt. E. J. Wadley, N.S. Regt.

—* *—

A selection of "Chansons of Old French Canada" has been issued by the Publicity Department of the Canadian Pacific Railway in Montreal in a charmingly attractive form. The accompaniments have been composed by Margaret Gascoigne, while the script has been done by James Kennedy, and the illustrations, in black, white and red, by Ethel Sneath. The price is 50 cents.

Mr. Fred. G. Shaw, whose second edition of "The Complete Science of Fly Fishing and Spinning" was published on November 1, was to sail for South Africa in the *Kenilworth Castle* on Friday last. Mr. Shaw is proceeding to South Africa in order to gain material for a book on trout fly fishing and other sports in that country, for publication in the spring of 1921. He hopes to return in May to reopen his school for salmon and trout fly casting in St. John's Wood.

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¶ The value of the "Pioneer" as an advertising medium for Canadian exporters is never exhausted. It is constantly covering fresh ground. In addition to its regular and rapidly increasing subscription circulation, the "Pioneer" effects introduction month by month to thousands of chosen importers and wholesale buyers in all parts of the world.

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Offices in Canada: **4, Hospital Street, Montreal.**

LONDON FUR SALES

A Safer and Sounder Basis of Prices

The official report of the London Fur Trade Association (Incorporated) on the October raw fur skin sales, points out that the cost of dressing, dyeing, manufacturing, and materials is higher than ever, and, therefore, the fall in prices of manufactured goods will be very much less than in the prices of raw skins. Business has been far from active since the May sale, partly due to seasonable quietness, but chiefly due to financial conditions and industrial unrest. A certain amount of pressure was brought to bear from the United States, but unsuccessfully, with the object of securing the postponement of these sales, as has been done in America. The range of values established will form a basis for future operations for the fur trade in all countries. Prices as a whole again showed a decline. The collections, however, consisted mostly of stale goods. The high values of last January, brought about solely by reckless American speculation, could not possibly last. A safer and sounder basis of prices had to be found, and the sooner this was done the better.

The Second Series.

Messrs. P. R. Poland & Son, 110, Queen Victoria Street, London, E.C.4, state, with regard to the second series of sales, nearly all articles showed, as was anticipated, a decline, with the exception of silver and cross fox, which were firm to slightly dearer. In many cases, notably in American opossum, large withdrawals were made, but, as a whole, a large quantity of goods were purchased for consumption, and the result of the whole series of sales must be considered as satisfactory under the existing uncertain conditions. The decline was generally less in the better grades of each article.

Included in the second series were the following (prices compared with last May, quantities with October, 1919):—

Badger (28,594, against 19,172).—American 30 per cent. cheaper. Russian were dearer, realising up to 23s.

Bear, Black (3,891, against 10,200).—A fair collection, but, as a whole, of rather stale condition, declined 20 per cent. for the larger-sized skins; small and cubs are 30 per cent. cheaper.

Bear, Brown (419, against 1,300).—Showed a decline of 35 per cent., which was most marked on the better qualities.

Bear, Grizzly (56, against 530).—Full last prices. The article is in very short supply.

Beaver (2,998, against 9,200).—The bulk was disposed of at a decline of 40 per cent.

Ermine (95,715, against 306,700).—Principally dressed skins, which sold 10 per cent. to 15 per cent. cheaper. Finest sorts were still cheaper, and show a decline of 30 per cent.

Fox, Cross (1,078, against 2,650).—Sold very well, and considerably higher than in the Hudson's Bay Company's sale. The article must be noted at full May prices to slightly dearer.

Fox, Grey (30,990, against 30,500).—50 per cent. cheaper.

Fox, Silver (742, against 2,250).—The article sold well at full last prices to a slight advance for the better varieties.

Lamb, Persian (95,306).—Several parcels of very mixed curls were offered, which brought up to 37s. The quantity included many common and poor quality skins.

Lynx (385, against 2,150).—This small quantity sold at 30 to 40 per cent. reduction.

Marmot (35,781, against 13,300).—None sold in May to compare with. Nominally to be quoted 50 to 60 per cent. cheaper; 5s. 3d. was realised for large Beisky.

Marten (3,315, against 2,000).—Alaska I. fetched 110s. to 125s.; darks, 180s. to 210s. No skins having been sold in May, the article must be quoted at a nominal reduction of 60 per cent.

Mink (24,835, against 141,800).—Declined 10 to 15 per cent. for best, others 40 per cent.

Musquash, Brown (655,848, against 291,500).—Sold at about 50 per cent. decline. The collection comprised a great many Southerns, which sold about 40 per cent. lower. Highest price realised was 11s. for a good string of Wisconsin I.

Musquash, Black (25,665, against 76,300).—About 40 per cent. cheaper. Finest sold to 12s. 6d. Many rejected as inferior.

Opossum, American (87,650, against 127,600).—30 per cent. decline. Heavy sorts even cheaper. Included several strings of South American. A large quantity were withdrawn.

Raccoon (55,145, against 18,600).—Mostly sold at a nominal decline of 40 to 50 per cent. Part withdrawn.

Skunk (626,656, against 557,500).—The article is to be quoted 40 per cent. cheaper. common goods rather more. Many were bought in or withdrawn at the sale.

Wolf (63,743, against 57,400).—30 per cent decline, but Timber only fell 10 per cent.

Wolverine (439, against 660).—50 per cent cheaper.

* *

RAILWAY EARNINGS (Gross).

For Ten Days Ended October 31.

Canadian Northern, $2,333,600; inc., $320,500.

Canadian Pacific, $7,579,000; inc., $1,701,000.

Grand Trunk, £581,967; inc., £84,941. (One working day less this year.)

* *

CANADA'S TRADE.

The total external trade of Canada during the twelve months ended September 30 last amounted to $2,571,000,000, out of which exports accounted for $1,244,000,000. Imports from the United Kingdom during the same period were worth $217,288,000, as against $79,000,000 in the preceding year. The total exports to the United Kingdom of Canadian products during the twelve months are valued at $375,000,000, a decline of $174,000,000 during the year. Imports from countries within the British Empire during the year amounted to $275,276,000, as against $126,000,000 during the preceding twelve months.

EX-SERVICE MEN

of the Imperial Army in the Old Country desiring to take advantage of Canada's

SOLDIER SETTLEMENT SCHEME

should apply for information to:—

Lieut.-Col. K. C. BEDSON,

Overseas Representative,

SOLDIER SETTLEMENT BOARD OF CANADA,

7, Parliament Mansions, Orchard Street, Victoria St., LONDON, S.W.1.

COMPANY MEETING.

THE BRITISH BANK OF NORTHERN COMMERCE, LTD.

Amalgamation Scheme Approved

Mr. H. Bendyson (the Vice-Chairman) presided on Nov. 3 at an extraordinary general meeting of the British Bank of Northern Commerce, Ltd., held at the offices, 45, Bishopsgate, London, E.C., for the purpose of considering resolutions for the amalgamation of the undertaking with Messrs. C. J. Hambro & Sons, and an agreement in connection therewith, increasing the capital, changing the name of the company to "Hambro's Bank of Northern Commerce, Ltd.," and altering the articles.

In moving the resolutions, the Chairman said:—

"Everybody has had anxious times, but thanks to good management and to the powerful and steady support of our banking and other friends in the three Scandinavian countries, our business has continued to prosper. We have always had in mind the desirability of gradually enlarging the British interests in our bank. The proposed amalgamation will fully achieve this object.

Amalgamation Terms.

"The date from which the agreement takes effect is October 31, 1920. By its provisions Messrs. Hambro hand over to this bank their entire business and goodwill. As already announced, they subscribe in cash for 200,000 shares of £10 each, paying up therefor £2 10s. per share—namely, £500,000. For the issue of these additional shares we to-day ask your authorisation. They further hand over to us assets consisting of investments of a value approximating the same amount, which amount will go to increase the bank's reserves. The capital of the enlarged concern will, therefore, be as follows:—Subscribed capital, 400,000 shares at £10 each—£4,000,000; paid up capital, £2 10s. per share on 400,000 shares—£1,000,000. In addition thereto the Bank has its already published reserves—£1,050,000. You will therefore see that our financial strength is immensely increased both in actual cash and in uncalled capital. The general approval that has greeted our announcement encourages us in the conviction that the decision to be taken to-day will be unanimous. Shareholders present to-day or by proxy, representing 161,198 shares, have already approved the resolutions; 17,163 shares are held in Russia, where postal facilities and conditions generally are not such as to have enabled us to obtain proxies. You will, therefore, see that we are justified in anticipating a favourable vote, and I now finally deal with a point which is of immediate and practical interest to you all—viz., our dividend for the time prior to the date of the amalgamation. It is only just that we should now divide among the old shareholders the approximate profits available. Our usual practice has been to pay a small interim dividend, but under the present circumstances our past earnings belong to the old shareholders, and enable us to declare now a distribution of 17½ per cent.—8s. 9d. per share, free of income-tax, which I am sure you will consider handsome."

The Rt. Hon. Earl Grey seconded the resolutions approving the agreement, and they were carried unanimously.

* *

Montreal Clothing Manufacturers' Association, while admitting that slack times are being experienced, and that there is 60 per cent. unemployment among workers, deny that the factories will be closed down unless the employees accept a 20 per cent. reduction in wages.

The party of 110 tin miners from Cornwall, who sailed by the White Star Dominion Line steamer *Megantic* on October 30 for Quebec, are proceeding to the Dome Mines, in South Porcupine, Ontario, and will travel by Grand Trunk Railway system from Quebec to their destination. The miners are looking forward to better conditions in the land of their adoption.

A Comprehensive Banking Service

Our 400 Branches give us direct representation in every Province in the Dominion and place us in a position to offer merchants, manufacturers and individuals every possible banking accommodation. We also have Agents in all the principal cities in America; while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

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UNION BANK OF CANADA

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LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS $174,989,057.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg. 1943, 71¼; 4 p.c., 1938, 82½; 4 p.c., 1922, 118; 4½ p.c., 1924, 126.

British Columbia.—3 p.c. Ins. 1941, 58; 4½ p.c., 1941, 73¾.

Canada.—3½ p.c., 1909-34, Reg., 73½; 3 p.c. Stk. Reg., 63½; 2½ p.c. Ins., 1947, 52¼; C.P.R. 3½ p.c. Reg., 1938, 67¾; 3½ p.c. Reg. 1930-50, 60; 4 p.c. Stk. Reg. 71⅝; 4½ p.c. 1920-25, 88¼.

Manitoba.—4½ p.c. Reg. 1953, 81¼; 4½ p.c. 1928, 84.

Newfoundland.—4 p.c., Ins., 1913-38, 70½; 4 p.c. Ins. 1935, 77½; 3½ p.c. Ins. 1945, 63; 3½ p.c. Ins. 1952, 61½; 3 p.c. 1947, 59.

Nova Scotia.—3 p.c., Reg., 1949, 54¼; 4½ p.c. Reg. 1934-64, 74.

Ontario.—3½ p.c., Reg., 1946, 64; 4 p.c., Reg. 1947, 74; 4½ p.c. Reg. 1945-65, 77.

Quebec.—3 p.c., Ins., 1937, 61; 4½ p.c.,Reg., 1954, 76½; 4 p.c. 1888, 80¾.

Saskatchewan.—5½ p.c., Reg., 1924-34, 92; 4 p.c. 1949, 77½; 4 p.c. 1923, 128½; 5¾ p.c. 1924-34, 111.

Municipal.

Calgary.—4½ p.c. 1930-42, 81½; 4½ p.c. 1928-37, 86½; 5 p.c. 1933-44, 95.

Edmonton.—4½ p.c., 1932-52, 87½; 5 p.c., 1923-33, 111⅞; 1923-53, 85½; 1953, 81½.

Fort William.—4½ p.c., 1925-41, 101.

Medicine Hat.—5 p.c., 1934-54, 81½.

Montreal, 3 p.c., 46½; 4 p.c., 1932, 76; 4 p.c., 1948-50, 62½; 4½ p.c., 1951-3, 69¾.

Maisoneuvre.—5 p.c., 1952-3, 91.

North Vancouver, 4½ p.c., 1931, 89.

Ottawa.—4 p.c., 1926-46, 62½; 4½ p.c., 1932-53, 75.

Port Arthur.—5 p.c. 1932-43, 78.

Quebec.—4 p.c., 1923, 90½; 3½ p.c., 60; 4½ p.c., 1963, 78¼.

Regina.—5 p.c., 1923-38, 91½.

Saskatoon.—4½ p.c., 1941-61, 65½.

Toronto.—4 p.c., 1922-8, 94; 4 p.c., 1944-8, 65½; 4½ p.c., 1948, 72.

Vancouver.—4 p.c., 1932, 73; 4 p.c., 1947-9, 59; 4 p.c., 1950-1-2, 57½.

Victoria (B.C.).—4 p.c., 1920-60, 59; 4 p.c. 61¼.

Winnipeg.—4 p.c., 1921-36, 68¼; 4 p.c. 1940-60, 68½; 4½ p.c., 1943-63, 77.

Railways.

Algoma Cent.—5 p.c., 10.

Algoma, Eastern, 5 p.c., 33½.

Atlantic and St. Lawrance.—6 p.c., 85

Buffalo and Lake Huron.—5½ p.c., 1st Mort., 77; 5½ p.c., 2nd Mort., 77.

Calgary and Edmonton.—4 p.c., 60¾.

Can. Atlantic.—4 p.c., 1955, 65.

Can. Northern Ont. 3½ p.c., 62½; 3½ p.c., 1938, 61½; 4 p.c. Perp., 50¾; Pac., 4 p.c., 1955, 70; 4 p.c., 1930, 96½; 4 p.c. Perp., 54; 4 p.c., 1930, Man. 105½; 4 p.c. Alta. 1939, 65¾; 4 p.c., 1934, 87; 6 p.c. Inc. Chrge., 32; 5 p.c. Notes, Aug., 1921 77½ Western, 4½ p.c. 1942-79

Can. Pacific.—184; 4 p.c., Non. Cum. Pref., 61; 4 p.c. Perp., 64¾; Spc. Inv. 6 p.c., 10 yrs. Note. 141.

Duluth Winnipeg.—4 p.c., 60.

Edmonton Duvegan.—4 p.c., 60.

Grand Trunk Junc.—5 p.c., 77½.

Grand Trunk Pacific.—Branch, 4 p.c., Sask., [illegible]; 4 p.c., Alberta, 85¾; 3 p.c., 1962, 70; 4 p.c., 1955A, 70¼; 4 p.c., 1955B, 71. Lake Superior 4 p.c., 1955, 69¾; 4 p.c. Deb., 47½; 7 yrs. 5 p.c. Notes, 1921 96¾.

Grand Trunk.—92/6; 4 p.c. Guar., 57⅞; 5 p.c. 1st Pref., 41½; 5 p.c. 2nd Pref., 29½; 4 p.c. 3rd Pref., 12; Borrd. Cap., 5 p.c., 73; Perp., 4 p.c., 60¾; Gt. West. Cap., 5 p.c., 72; 5 p.c. 5 yrs. Notes Oct., 96½ Western, 5 p.c., 1950, 64½; Dollar Bd., 94.

Great Northern.—4 p.c., 1934, 88½.

Manitoba, S.W.—5 p.c., 117.

New Brunswick.—5 p.c., 1934, 80½; Perp., 4 p.c., 59½.

Ont. & Quebec.—5 p.c. Perm., 76¾.

Pac. Gt. Eastern.—4½ p.c., 84 9-16.

Qu'Appelle.—4 p.c., 1936, 62¾.

Que. & Lake St. John.—4 p.c., 50½.

Toronto Grey & Bruce.—4 p.c., 64.

Financial Lands.

Anglo-Newfoundland.—8 p.c. Mort. Deb. Reg., 105.

Bank of Montreal.—Land Reg., 44.

Brit. Empire Trust. — Pref. Ord., 10/-; 5 p.c. Cum. Pref., 11/3.

Can. N.W. Land.—38.

Can. Bk. of Commerce.—40¾.

Can. Land & Irrigation.—4/-.

Hudson's Bay.—6 9-16; Pref., 73/9.

Royal Bk. of Can.—Lond Reg., 45.

San Antonio.—6 p.c. Bd., 26.

Trust & Loan of Can.—12/6.

Union Bk. of Can.—35 3-16.

Electric Power and Traction.

Brazil Traction.—Ord., 45¼; 6 p.c. Pref., 31½.

B.C. Elect.—Def. Ord., 58; Pref. Ord., 58; 5 p.c. Cum. Perp. Pref., 59; 4½ p.c. Perp. Con. Deb., 57¾.

B.C. Teleph. 6 p.c. Pref., 90; 4½ p.c. Deb., 62⅛.

Calgary Power.—5 p.c. Bds., 67¾.

Can. Gen. Elect.—118; 7 p.c Pref., 110¼.

Cedars Rapids.—5 p.c. Bds., 113¼

Cascade Water.—4½ p.c.; S.F.G. Bds., 90¾.

Cities Service.—Com., 435½.

Elect Dev. of Ont.—5 p.c. Bds., 115¾.

Kaministiquia Cap.—114; 5 p.c. Bds., 96¼

Montreal Lt. H. & Power.—100½.

Montreal St., 4½ p.c. Deb., No. 601-2,000, 95¼; 4½ p.c., 1922, No. 1 4,600, 109¼.

Montreal Water, 4½ p.c., Prior Lien, G.B., 75.

Shawinigan Cap. 132; 5 p.c. Bds., 110½

S.F.G. Bds., 110½

Toronto Power.—4½ p.c., 60¼

Vancouver—4½ p.c. Perp., 52.

Iron, Coal and Steel.

Can. Steel Foundries.—6 p.c., 90½.

Can. Vickers.—6 p.c., 91.

Dom. Iron & Steel.—5 p.c., 80½.

Dom. Steel Corp.—65½; 6 p.c. Pref., 76.

Lake Superior.—5 p.c. Bds., 78¼.

Nova Scotia.—5 p.c., 80.

Mines.

Mond. Nickel.—46/3; 7 p.c. Cum. Pref., 20/4½; 7 p.c. Non-Cum. Pref., 16/-; 5 p.c. 1st Mort. Deb., 83

Mining Corp. of Can.—7/7½.

Miscellaneous.

Asbestos Corp. of Can.—114; Pref., 120; 5 p.c. S.F.G. Bds., 101¼.

Bells Utd. Asbestos.—Ord., 27/9.

B.C. Breweries, 1918.—6 p.c. Bds., 89½; Ord., 39/10½.

British Controlled Oilflds.—Com., 12/-; 7 p.c. Cum. Prefd., 13/1½.

Can. Cement.—6 p.c. Bds., 115½.

Can. Explosives.—7 p.c. Cum. Pref., 99½.

Can. Car.—7 p.c. Pref., 109¾; 6 p.c. Bds., 101¾.

Can. Steamships Voting.—73½.

Can. Western Lumber.—5 p.c. Deb., 63¾; 5 p.c. Inc. Deb. 15½; Com. 1/6.

Can. Western Natural Gas.—5 p.c. Deb., 50.

Cockshutt Plow.—7 p.c. Pref., 74½.

Dom. Textile.—Com., 144¾.

Forest Mills of B.C.—5 p.c. Deb., 10½; Ord., 7½.

Furness Withy.—30/6; Pref., £7/0/9.

Imp. Tob of Can.—20/10½; 6 p.c. Pref., 16/6.

Lake Superior Paper.—6 p.c. Bds., 120.

Marconi of Can.—9/3.

Ogilvie Flour Mills.—250.

Penmans.—5 p.c. Bds., 117½.

Price Bros.—5 p.c. Bds., 96.

Spanish River.—7 p.c. Pref., 129; 6 p.c. S.F.G. Bds., 121½.

—* *—

Canadian Bank of Commerce. — Branches have been opened at Fairview (Okanagan) and Victoria Road, Vancouver, B.C.; Echo Bay, Ont.; and Kingston, Jamaica. The branch at Fairbank, Ont., has been closed.

British Empire Trust.—A dividend has been declared at the rate of 5 per cent. per annum on the 5 per cent. Cumulative Perpetual Preference shares for the half-year to October 31, payable November 15.

Canadian Pacific Railway.—The directors have declared a dividend of 2½ per cent. on Common stock for the quarter ended September 30 1920, being at the rate of 7 per cent. per annum from revenue and 3 per cent. per annum from the special income account, payable December 31 next to holders of record December 1. It is announced that in preparation for the payment of the half-yearly interest payable on January 1 on the Canadian Pacific Railway 4 per Cent. Consolidated Debenture Stock, and the New Brunswick 4 per Cent. Debenture Stock, the transfer books will be closed from December 1 to January 1.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Canada Account Day.	Wednesday, Dec. 1.
Ticket Day.	*Pay Day.*
Thurs., Nov. 25.	Fri., Nov. 26.

Throgmorton Street, Tuesday.

The Stock Exchange has had an irregular week, and business has shown signs of contraction. Underlying conditions, however, are not unfavourable, owing to the better labour outlook. On the other hand, the unsettlement of the foreign exchange has reacted adversely upon many of the security groups, influenced by that factor. Gilt-edged issues tended forward at one time, but are now under best, the money market showing signs of tightening after a period of ease following the turn of the month. Home rails have favoured holders, but are now also under the best, but dollar securities have appreciated fairly substantially under the influence of the advance in the exchange value of the dollar. There has also been some improvement in Argentine rails, which recently became oversold, and Mexican securities as a whole have recorded an improvement, partly owing to the continued betterment in the general position of the country and partly because the victory of the Republicans in the United States Presidential election is expected to inaugurate a more successful Mexican policy in America.

In the foreign market, French loans have been weak with the franc, but Japanese bonds and some South Americans have met support. A further rise in gold has held South African gold shares firm. Diamonds have been sold from Paris. Oil shares for the moment are weaker on realising, and rubbers are still depressed by the heaviness of the raw material. Industrials have ruled irregular.

In the Canadian section, business has been on a strictly moderate scale. Among the gilt-edged issues of the Dominion the Fours are unaltered at 71½, while the 4½ per cents. at 88 are slightly better after allowing for the dividend deduction. Municipal bonds have ruled slow.

As regards railroad stocks, Canadian Pacifics show a good advance, being 4 up at 181, after being 184. Grand Trunk senior issues are ½ to 1 better, but the junior stocks have barely held their ground. Canadian Northern Income Debs. have jumped 5 to 38½.

Hudson's Bays, among land shares, are about unchanged at 6-9/16 after being higher.

Industrials have ruled irregular. Dominion Steels at 67 are 1 down, and Canadian Car Pref. has receded 1 to 111. The Common holds steady at 48½. Lake Superiors have not varied at 15. Shawinigan Water at 132 is 1 to the good. Canada Cements are unaltered, while the Prefd. at 112½ is 1 up.

Brazilian Tractions at 45 are a point better, and Mexican Tractions issues are occasionally a point to the good.

There has not been much doing among Canadian silver mines. Mining Corp. of Canada rules quiet at 7s. 6d.

OUR MONTREAL LETTER.

Montreal, October 29.

Following the selling activity of last week, markets on Monday were in a very dull and apathetic condition. The tendency, however, was still downward, and this has developed into another heavy selling movement, which has since continued on a scale considerably too great for the markets to absorb. Values have consequently diminished and a good many stocks have fallen to their lowest prices of the year. I may say again here, what I reported to you some weeks ago when stock prices commenced to break, that this general selling of stocks does not arise from any loss of confidence either in the companies concerned or in the general economic situation in the Dominion; it is believed to be mainly enforced selling due to the pressure of current financial conditions. Thus, although the pulp and paper stocks have been in the forefront of the decline, prominent financial firms seem to be as confident of the continued prosperity of the industry and of the well-established firms engaged in it as are the people who are directly connected with the industry. I understand that the price to be set on November 1 for newsprint for a fresh period will be no lower than at present.

While the paper stocks have been prominent the decline has also embraced a wide range of other securities which are generally regarded with a good measure of confidence. Thus on Tuesday Dominion Textile and Canadian Locomotive were noticeable on account of declines of 4 points and 5 points respectively. Yesterday Atlantic Sugar continued its downward movement, while among other weak stocks were Steamships, Asbestos, Dom. Glass, Steel of Canada, and Ontario Steel. Very encouraging reports are current in regard to Steamships, whose summer and autumn passenger traffic is said to have been the heaviest on record. Canada Foundries and Forgings, Ltd., has declared a dividend of 1 per cent. for the final quarter of 1920 instead of the 3 per cent. which has become usual. The president explains that it has been found advisable to appropriate a fairly large amount of money for equipment, so as to lower cost of manufacture of regular lines, to add new ones, and thus to utilise the full possibilities of the plants of which the company was possessed at the end of the war.

The plan for the capital reorganisation of [illegible] has been approved. The new company will have capital stock to the amount of $7,[illegible] shares, which will be issued to shareholders of the present company at the rate of one new share for each old share now held. The president has not at last sought [illegible] recently current by stating that the company has not now and never had any understanding or agreement with any other company.

It is announced that important timber limits at Chelsea north of Ottawa on the Gatineau River, have been purchased for a British company. Messrs. Macmillan, Paterson & Palmer, Ltd., which will form a subsidiary company for the manufacture of matches in Canada. It is understood that Mr. G. Chahoon, jun., President of the Lauzon Co., and Sir Lomer Gouin will be members of the board of the new Canadian company.

The Toronto General Trusts Corporation announces that a new issue of $[illegible] of its stock will be offered to shareholders of record November 26, at the price of $75 per share, or at a premium of 75 per cent., in the ratio of one new share to every three shares then held. This new issue will bring the Corporation's outstanding stock up to $2,000,000. The stock, which is not a very active one, was quoted around 206 recently in Toronto; in 1919 its highest and lowest prices were 220 and 207½.

Among closing prices of stocks yesterday Abitibi was 68¾; Ames-Holden Pref., 56; Asbestos, 90; Atlantic Sugar, 81; Brazilian, 34½; Brompton, 71; Canadian Car Pref., 87½; Cement, 58, Pref. 91; Can. Gen. Electric, 98½; Can. Steamships, 56½, Pref. 73; Smelters, 23; Dom. Bridge, 85; Dom. Glass, 63, Pref. 84½; Dom. Steel, 49¼; Textile, 120; Laurentide, 100½; Mont. Power, 80; Nat. Breweries, 60¾; Ontario Steel, 64½; Price Bros., 339; Quebec Rly., 24½; Riordon, 200; Shawinigan, 105; Spanish River, 96; Steel of Canada, 61 xd., Pref. 92 xd.; Wayagamack, 139.

* * *

FINANCIAL ITEMS.

Canada Land and Irrigation.—Land sales for the six months ended September 30 were as follows: 4,572 acres irrigable for $323,500 (average $70 per acre); 160 acres dry for $2,400 (average $15 per acre). October sales are reported as follows: 1,000 acres for $63,100 (average $63 per acre).

Temiscouata Railway.—The bondholders' committee is prepared to purchase a limited amount of Temiscouata Railway Company 5 per Cent. Prior Lien Bonds for redemption. Particulars and forms of tender can be obtained on application to the secretary of the committee, at 55, Winchester House, Old Broad Street, London, E.C.2.

Canadian Collieries (Dunsmuir). — Mr. Henry S. Fleming, who for several years has been chairman of the executive, has resigned from the presidency of this company and its allied companies, it having been decided by the board and bondholders' committee that the executive management of the company should in future be wholly centred in British Columbia. This will be in the hands of Mr. J. M. Savage who remains as general manager of the company with a seat on the board. Mr. Savage also becomes president of the Wellington-Comox Agency, Ltd. Mr. F. Perry, of Montreal, vice-president of the Canadian Collieries (Dunsmuir), Ltd., has been elected president of that company, and Mr. H. B. Walker, also of Montreal, vice-president.

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W. A. Meldrum, *General Supervisor.*
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Total Assets (30th Sept. 1920) - $205,000,000.

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INVESTMENT NOTES.

It is announced that Mr. Eric Hamber, acting for the London and Canadian Investment Company, has purchased the properties of the Canadian Pacific Lumber Company at Port Moody, Alberni and in the Kootenay, including a large amount of timber, for a consideration of $780,000. This sale disposes of the final properties of the company, whose lamentably unsuccessful career is thus completely terminated but for the distribution of the assets among the holders of the 6 p.c. first mortgage bonds, of which £341,420 is now outstanding. We understand that it is expected that the bondholders will eventually receive from 20 to 25 per cent. of the face value of their bonds. The latest transaction in these bonds recorded in the Stock Exchange official list was one at 19 on October 29.

* * *

Public appreciation of the position in regard to C.N.R. income charge debenture stock is evident in the continued rise in the market quotation. We note that since our remarks on this subject last week the quotation has advanced another 5 points or so.

* * *

The annual statement of the Western Canada Flour Mills shows that, like the others of the big Canadian milling companies whose reports have already been noticed in this column, the profits for the year to August 31, 1920, were slightly lower than those for the previous year. Profits for the year under review were $414,723, as compared with $437,986 for the previous year, a satisfactory result in view of the restrictions which have impeded the Canadian flour milling industry. After paying bond interest and dividends on the stock at the ordinary rate of 8 per cent. per annum, the surplus from the year, added to the balance brought in from the previous year, made a total of $798,335. Early in the year covered by the report the shareholders for the third year in succession received a special bonus, this being, as in the previous year, a distribution of $250 000 in Victory bonds, representing a bonus of 10 per cent. to the shareholders. Another stock dividend of 15 per cent., to shareholders of date November 30, has just been declared. The balance carried forward at credit of profit and loss account at the end of the year was $548,335. The balance-sheet shows that current assets at $2,243,371 exceed current liabilities by over a million dollars, so that the company is in a comfortable position as regards working capital.

* * *

The report of the Russell Motor Car Co. for the year to July 31 last gains in interest, because at the end of the previous year, when very notable net earnings were revealed, the company had hardly been able to close up finally the war work in which it had so extensively been engaged. It will be remembered that besides its munitions contracts, the company, through a subsidiary which acquired a plant at Buffalo, N.Y., had carried out important contracts for the U.S. army and navy. This company's plant and equipment has been sold, and the report states that its assets are now mainly represented by the ownership of $1,300,000 of Canadian Victory Bonds. By July 31 last the final adjustments in regard to the Russell Motor Car Co.'s former war contracts had practically all been made. The year under review therefore was the first complete year since the company's plants had returned to their peace time activities. Most prominent among these, of course, is the production of motor cars, in which the company's alliance with the Willys Overland Co., through the ownership of shares, is an important factor. Other subsidiary companies are the Canada Cycle and Motor Co., of Weston, Ontario, and the Machine and Stamping Co., which manufacture motor car parts and accessories, bicycles, skates, gramophone motors, etc.

* * *

Mr. Lloyd Harris, the president of the company, views the company's peace-time prospects hopefully. It is interesting to note that the Willys Overland Co. has completed the conversion of its plant from aeroplane engine work to automobile work, and during the first six months of the calendar year enjoyed a good demand for its products. Since July first, it, in common with other motor companies, has experienced a contraction of sales, and its operations are being carried on at the present time on a reduced basis. It is expected, however, that there will be a renewed demand after the first of the year, when returns from the crops have had time to get into general circulation.

* * *

The Russell Motor Co. seems to have encountered the commercial difficulties of the times with fair success. Net profits for the year to July 31, 1920, were $339,453, and though this represents a decline of about $118,000 from those of the previous year, it still represents over 28 per cent. on the preferred stock, while after allowing for a full year's dividends on that issue, the surplus profits from the year nearly equalled 32 per cent. on the common stock. After paying dividends at the rate of 7 per cent. on both the preferred and common stocks, the surplus added to that from the previous year brought the amount carried forward up to $1,053,494.

* * *

From an account of a recent attempt to sell by auction a number of lots in a property adjacent to Calgary, Alberta, which was sub-divided during the real estate boom, it is evident that the problems with which Western cities are faced in connection with tax arrears on such lots are not wholly solved by the recent legislation empowering the cities to hold annual tax sales. The sale in question was of lots in the Tuxedo Park sub-division, and although additional attraction was provided by a lottery feature, the prizes in which included a Ford motor car, the attempt to sell the lots failed through there being no genuine interest in them even as a speculation. At the time of the boom the boundaries of many Western towns were largely extended through the activities of sub-dividers, and their assessment rolls were proportionately inflated. As *Canada* and other journals pointed out at the time, for much of this so-called building property there was no likelihood of genuine demand for years, if ever, and since then many owners of outlying lots have resigned themselves to relinquishment of their property rather than pay the taxes upon it. Under these circumstances tax sales seem likely merely to reduce the cities' apparent taxable areas, and it seems probable that in some cases a solution will be found by the municipalities acquiring title to the property and reconverting it into farm or market garden lands for which purposes many of the areas have a genuine value.

— * * —

THE TRIAL OF THE PYX.

Canadian Assay Commissioners' Tests.

As is well known, a ceremony called "the trial of the pyx" is annually carried out in London. Probably very few people are aware that something of the same nature takes place in Ottawa. Certainly the phrase hardly suggests present-day Canada.

The fact is recalled by the appearance in the official *Canada Gazette* of the "verdict of the Assay Commissioners at the trial of the pyx, 1920." There are three Commissioners—this year, Messrs. J. Watson Bain, C. W. Drury, and Alfred Stansfield.

The Commissioners state that they "made the assays and trials of his Majesty's silver coins, there being no gold coins, in the Pyx of the Branch Mint at Ottawa, in the Dominion of Canada, which according to accounts of the officers of the Mint, were coined at the said Branch Mint, from January 1 to December 31, 1919."

Examining the Coins.

Proceeding to describe their *modus operandi*, the Commissioners say:—"We ascertained that the coins in each packet produced to us corresponded as to number and denomination with the endorsement on the respective packets, and with the account prepared by the officers of the Mint.

"We took one coin from each packet amounting to twenty 50-cent pieces, sixty-eight 25-cent pieces, fifty-four 10-cent pieces, and forty 5-cent pieces. We weighed each of the said 50- and 25-cent pieces separately for remedy, and the said 10- and 5-cent pieces in lots of ten and twenty coins respectively, for remedy, and ascertained that they were all within the remedy as to weight prescribed in the Schedule of the Currency Act, 1910. We found that the amount of variation from the standard of weight specified in the said Schedule to the said Act was nothing on the whole of such coins.

"We then melted the said silver coins, so taken out and weighed, into an ingot, and assayed such ingot comparing it with the pure silver trial-plate produced by the Deputy Minister of Inland Revenue, so as to ascertain whether the metal was within the remedy as to fineness prescribed in the said Schedule of the said Act; and we found that the amount of variation thereof from the standard of fineness specified in the said Schedule of the said Act was minus five ten-thousandths, and that therefore the said metal was within the prescribed remedy as to fineness. We weighed the residue of the said silver coins in bulk, and we ascertained that they were within the prescribed remedy as to weight.

"We then took from such residue of silver coins two 50-cent pieces, two 25-cent pieces, two 10-cent pieces and one 5-cent piece, and weighed and assayed them separately, and we found that such 50-cent pieces weighed: the first 179.88 grains, the second 180.06 grains; and that such 25-cent. pieces weighed: the first 90.19 grains, the second 89.82 grains; and that such 10-cent pieces weighed: the first 36.18 grains, the second 36.07 grains; and that such 5-cent piece weighed 18.08 grains.

"We then assayed the said coins separately and we found millesimal fineness of such 50-cent pieces to be: the first 924.8, the second 925.0; and the millesimal fineness of such 25-cent pieces to be: the first 926.3, the second 925.8; and the millesimal fineness of such 10-cent pieces to be: the first 923.7, the second 925.4; and the millesimal fineness of the 5-cent piece to be 924.5."

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GENERAL OFFICE, TORONTO, CANADA.

CAPITAL	**$9,700,000**
RESERVE FUND	**$18,000,000**
TOTAL ASSETS	**$240,000,000**

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

329 BRANCHES IN ALL.

LONDON BRANCH, 55, OLD BROAD STREET, E.C.2. E. C. MACLEOD, Manager.

The Index to Vol LIX of "CANADA" (July-Sept. 1920) has now been published. Subscribers who desire to have these copies of "CANADA" bound in quarterly volumes can obtain for this purpose from the Publishers of "CANADA" handsome Red Cloth Binding Cases, Price 3/6 each.

Banking and Finance.

The Dollar Again on the Up-Grade.

Never probably in the history of finance have holders of a group of Colonial securities had such an opportunity of changing from one class of investment to another as that now presented. Repeatedly in these columns allusion has been made to the "unique opportunity" as the Financial Editor of the *Times* calls it in one of its informative notes on the same subject, for an exchange of investment furnished by the unparalleled premium on the value of the dollar. Our contemporary fortifies its argument by quoting, as examples of how the abnormal exchange between this country and North America has driven up the equivalent sterling prices of dollar bonds, a number of Canadian issues which possess that dual advantage to which we have so frequently alluded on this page since the dollar commenced to soar upward, including Vancouver 4½ per cent. (1923-33), last dealt in at 121⅞; Alberta 4 per cent., 1922, 118; Saskatchewan 4 per cent., 1923, 128½; and Grand Trunk Branch Lines 4 per cent., 1839 (guaranteed by the Provinces of Alberta and Saskatchewan), 88¼. It is pointed out—as we ourselves showed in *Canada* as recently as last week's issue—that "whilst large corporate holders of such securities have for some time been fully alive to the unique opportunity for an exchange of investment offered by the high premiums obtainable, it is possible that the situation has not been so well grasped by some private investors."

* * *

A Golden Opportunity.

It is almost inconceivable that average investors can be so unmindful of their own interests as not to be aware of the fact that they possess the valuable dual advantage to which we have so often alluded, for one would imagine that the veriest tyro in finance would be aware of the fact that his security possesses this valuable option. How this works out in practice is aptly shown by our contemporary in an interesting comparison it gives to illustrate the difference in yields obtainable on dollar and sterling investments. The two stocks mentioned are Grand Trunk Pacific 3 per cent. bonds, 1962, and Canadian Northern 3 per cent. stock, 1953; the former last dealt in at 70 and yielding, allowing for redemption, approximately 5 per cent., and the latter at 51½, the yield in this case, making allowance for redemption, being £7 6s. per cent. It is aptly pointed out that "both stocks are guaranteed as to principal and interest by the Dominion Government of Canada, and the Canadian Northern stock possesses the advantage of being redeemable nine years earlier than the Grand Trunk Pacific issue. The sole reason for the difference of 15 points in quotations is that principal and interest on the Pacific bonds is payable in New York or Montreal at $4.86, as well as in sterling on this side, whereas payments on Canadian Northern Threes are made only in London."

* * *

The Penalty of Cupidity.

Such an unparalleled state of affairs is, as we have repeatedly shown, entirely due to the abnormal exchange which enables transatlantic buyers to pay these high prices and still be satisfied with their purchases. What investors in this country have to remember is that the maintenance of such quotations is dependent entirely on the exchange, and whilst such a break in the value of sterling as that which has occurred this week may stiffen the resolution of those who are able to appreciate the position to still hold for higher prices, the average investor should carefully consider whether it is wise to further postpone an operation which enables him to get unprecedentedly high prices for his holdings, prices which must in the great majority of cases mean a very substantial increment in the value of the capital originally invested in such securities as those mentioned above, especially in view of the excellent terms on which he can reinvest the proceeds in British gilt-edged securities and Colonial stocks which are not subjective to exchange considerations. As we have repeatedly pointed out, those who do not embrace the present opportunity are simply gambling in exchange, and will have only themselves to blame if their cupidity leads them to defer the exchange too long. To those who have not hitherto appreciated the advantage they enjoy as holders of dollar securities we repeat our advice to embrace it without delay. The dollar may go still higher, but it is never wise to attempt to get in at the bottom or out at the top in investment transactions.

* * *

Railway Expenses are Still on the Up-Grade.

For the month of September the increase of gross earnings shown by the Canadian Pacific Railway was again outstripped by the ever-expanding working expenses, the increase of $2,678,000 in the latter converting the gross gain into a net decline of $183,000. The true significance of the position is shown by the experience for the completed nine months. The gross revenue, although exhibiting a gross increase of no less than $23,197,080 in that period being $8,896,000 down in contrast with 1919 owing to the stupendous increase in the nine months in working expenditure—$27,093,000. Nowadays the market is less susceptible to such considerations than formerly, being almost entirely under the domination of the exchange, which has this week once again moved in favour of holders of dollar securities. In the case of Grand Trunks trade considerations are almost entirely affected by the uncertainty as to the outcome of the arbitration proceedings. In this company's September revenue statement working expenditure has again played havoc with revenue, converting a gross gain for the month in question of £230,100 into a net decline of £188,000, and bringing up the total falling off for the nine months to the unpleasant aggregate of £550,800, the expenses having expanded in the three quarters of the current year by as much as £2,118,000 in contrast with the gross gain in the same period of £1,567,200.

* * *

Canadian Marconi's Progressive Policy.

Little surprise was caused in the Canadian market by the announcement that the Marconi Wireless Telegraph Co. of Canada was about to increase its capital to $7,500,000, as such a step was indicated in the recent report. Last year the nominal value of the capital was, it will be remembered, reduced by one half. The acquisition of new central offices in Montreal and the decision to compete with United States manufacturers for the supply of amateur wireless apparatus were both developments entailing heavy capital expenditure, and sufficiently explain the decision of the board to increase the company's capital. The question, of course, is as to how the new shares are to be dealt with, for in view of the heavy discount at which they still stand, despite the recent advance, this is a very serious problem. A financial contemporary, in commenting on the new development, reminds us that "the bulk, if not the whole, of the last issue was taken up by the Marconi Co. itself . . . it appears probable that the same expedient will have to be adopted again." In view of the signs of healthy progress shown by the Canadian Co., and as its ultimate success is a very important factor in the policy of Marconi House, this writer is of the opinion that the parent concern will not hesitate to come to the assistance of such a very promising subsidiary, especially as the former "has been put in funds by the damages received from the Government in connection with the Imperial chain of wireless stations."

* *

STANDARD OIL STOPS SUPPLIES.

The Imperial Oil Co., a Canadian subsidiary of the Standard Oil Co. of New Jersey, has notified its consumers that all supplies of fuel oil will be cut off from December 31 to June 1 next owing to the inability of the company to obtain new supplies (says the Vancouver correspondent of the *Times*). A serious situation is presented to the large number of industrial and heating plants which depend on crude oil. By June, 1921, the company expects to have Mexican wells ready to supply the demand from the Pacific Coast. The supply of gasolene is not affected.

* *

"At present the Province of Quebec is in reciprocity with the United States to a certain extent. They come to us for liquor and we go to them for divorces."—Rev. Canon F. C. Scott.

Lt.-Col. G. T. Denison, of Toronto, who has just celebrated his 81st birthday, states that during 40 years as a Magistrate he has never been one second late in going on the bench. He was appointed in June, 1887, since which time about 650,000 cases have been handled in the courts.

The Royal Bank of Canada has now completed alterations to its premises in Princes Street, London, E.C., which had become necessary in consequence of the steady growth in its business. By the re-arrangement of the ground floor and basement the Bank is now able to find desk room for 96 clerks.

Mr. George E. Farlinger, a lumber dealer in Northern Ontario, has (says a *Times* cablegram), handed a cheque for $13,000 to the Government Commission investigating the administration of Crown lands by Canadian Provincial Departments. The sum represents the value of timber appropriated on Crown lands.

Another addition to the fleet of the Canadian Pacific Ocean Services has been made by the purchase of the former Hamburg-American s.s. *Konig Friedrich August*, built at Hamburg in 1906. She is 476 ft. long, 55 ft. wide, gross tonnage 9,462. The vessel will be thoroughly overhauled before being placed, under a new name, in the two-class transatlantic service of the C.P.O.S. With the opening of the St. Lawrence season next year the new C.P.O.S. liner *Montcalm*, of 10,200 tons gross, is also expected to be in commission. The *Tunisian* will go into dry dock for reconditioning, and will not be in commission again until next April.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

R. P. (Richmond).—The office of the Society for the Oversea Settlement of British Women is on the fifth floor of the Hotel Windsor, Victoria Street, S.W.1 (Victoria 9310).

A. N. (Hampstead).—The Province of Alberta was named after Princess Louise, Duchess of Argyll (Louise Caroline Alberta), when the late Duke was Governor-General of Canada. Prince Albert, Sask., was named after the Prince Consort.

F. A. C. (Manchester).—If you can show that you left Canada to enlist in the British Army you are entitled to a free passage back. Apply before December 31 to the nearest Labour Employment Exchange, and ask for Form O.S. 1. If it is convenient for you to call at the Canadian Government Offices, 48, Lord Street, Liverpool, you could get all particulars there.

E. F. (Burgess Hill).—The shares of the three companies are included in the list of the Liverpool Stock Exchange. Early this month Canadian Dominion Development £1 Preferred were quoted ¼-¼, viz., 2s. 6d. to 5s., and the £1 ordinary shares of Canadian Resources Development, Ltd., were quoted 1-1¼, viz., 20s. to 25s. No quotation for the Common shares of Canadian City and Town Properties, Ltd., is available. Perhaps you could obtain further information from Mr. R. E. Grainger, 341, Royal Liver Building, Liverpool, who is the secretary of each of the three companies.

M. O. L. (North Vancouver).—We are informed by the War Office that the medals of an officer or soldier who dies in the Service are disposed of according to the regulations laid down by the Royal Warrant. These regulations determine that in the event of a will having been duly made, the medals will be sent to the person who is named in the will as being intended to receive them, or as being a general or residuary legatee of the estate, and in default of any testamentary disposition, medals become the property of the legal next-of-kin, under the laws of intestacy. The fact of a name being given as next-of-kin on a soldier's documents in no way entitles that person to medals.

D. M. (York).—(1) Your decision may, we think, be advantageously deferred until the proposals in connection with the new company are definitely announced. (2) The business of the company is reported to be prospering; the summer traffic is said to have been unusually large in volume, and the great Western crops obviously assured a very big freight business until the close of lake navigation. It is anticipated that net earnings for this year should approximate to those of 1919. (3) Under the agreement the British Empire Steel Corporation agrees to guarantee dividends at the rate of 7 per cent. per annum for 25 years on both the Common and Preferred shares of Canada Steamship Lines, Ltd. The quotation in Montreal on November 4 for the Common shares of Canada Steamships was 57½, at which price the dividend would represent rather over 12 per cent. per annum.

* *

The financial business of F. B. McCurdy & Co., founded in 1901, has been acquired by Capt. Stanley Johnston, M.C., late Can. M.G.C., in conjunction with Messrs. R. H. Metzler, A. Bowser, and K. R. Schofield. It will henceforth be known as Johnston & Ward.

The High Commissioner for Canada is informed by cable from the Department of External Affairs at Ottawa that additional evidence is accumulating to show the importance of the recent oil discovery at Fort Norman, in the Mackenzie district, and a big rush northward is expected this winter.

CONCERTS.

Paul Kochanski gave the first of two violin recitals, at the Wigmore Hall, on Tuesday afternoon, with Hamilton Harty at the piano. The second will be given on Monday, November 22, at 3 p.m.

Susan Strong gave an attractive song recital at the Wigmore Hall, on Wednesday afternoon, with Anthony Bernard at the piano.

On Thursday (November 11) two concerts were to be given at the Wigmore Hall—a pianoforte recital, by Arthur Rubinstein, at 5.30, and a violin recital—her first—by Dorothy Chalmers, assisted by Isabel Gray and Rowsby Woof.

* *

The appearance of the *Punch Almanack* for 1921 (1s.) makes one realise how quickly the year is passing. The cheeriness of the bellman on the cover is characteristic of the spirit pervading the pages within. The bulk of the issue is made up of drawings by favourite *Punch* artists. Among the subjects happily hit off are art, dancing, music, statuary, chess, and golf. There are four pages in colour. The "Bad Lord Blight" is a delightfully irresponsible storyette.

"After Two Years of Peace," and "Credit or Bankruptcy" are the titles of political articles by the editor in this month's *English Review*. It also contains contributions by W. L. Williams, who argues that just recognition should be given Mr. H. A. Barker by the medical fraternity, not only in fairness to himself, but also to ensure his wonderful methods of manipulative surgery being made available to sufferers for all time; and by Robert Buffault, who claims for the "evolutionary minority" the power and responsibility for the world's progress; that the decadence of singing is mainly due to lack of patience is the argument of Albert Garcia; and Thomas Moult writes on the "Decline of Literary Criticism." Among other contents are the beginning of a story, "Chinese Magic," by Algernon Blackwood; "Charwomen, not 'Balbrigands,'" by John Peeler, and several poems.

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 135.

Notice is hereby given that a DIVIDEND of three per cent. and a Bonus of one per cent. has been DECLARED upon the Capital Stock of this Institution for the three months ending 30th November next, and that the same will be PAYABLE at the Bank and its Branches on and after Wednesday, 1st December next, to Shareholders of record on 15th November, 1920. The Transfer Books will be closed from 16th November to 30th November, both days inclusive.

The Annual General Meeting of the Shareholders for the election of Directors and for other business will be held at the Banking House in Toronto on Tuesday, the 11th day of January next. The chair will be taken at 12 o'clock noon.

By order of the Board,
CHARLES CAMBIE, London Manager.
2, Lombard Street, E.C.3,
16th October, 1920.

ENQUIRY COUPON.

"CANADA," No. 775. November 13, 1920.

This Coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

NURSE WANTS PASSAGE.

HOSPITAL trained nurse offers services on voyage to Canada or America, would give services on arrival for time.—Nurse Smith, 14, Endsleigh Gardens, London, N.W.

FOR SALE.

FOR SALE.—Exceptionally fine Farm of 500 acres on Kaministiquia River, near Fort William, Ontario. Thoroughly improved, large area under cultivation, fully equipped with buildings, farm machinery, and live-stock, including pure-bred cattle. Buildings include fully modern, 12-room dwelling, hot and cold water, three bath rooms; suitable for experimental or high-class dairy, or stock-breeding farm, or private estate or country club.—For full particulars write Box 548, *Canada* Office, Craven House, 113, Kingsway, London, W.C.2.

CANADIAN Province of Ontario, STOCK, FRUIT and TOBACCO FARMS. Captain Wilson will arrive in England about November 15. Write for Catalogue.—Address, Captain Wilson, care of the Grand Trunk Railway of Canada, 19, Cockspur Street, London, S.W.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &C.

MONTREAL—

CREELMAN & MILLS (J. J. Creelman, K.C., D.S.O.; A. L. S. Mills, D.S.O.), Dominion Express Building. (Cables: "Joncreel.")

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—
BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—
TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—
ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

*All Penning*s, the little house organ of the Avenue Press, is, as usual, full of interesting articles and racy little stories. The sketches thumbnail and larger alike are particularly clever.

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to :—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H.M. Trade Commissioner, 6, Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water Street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following :—

A commission merchant in Montreal is in a position to offer British Columbia canned salmon for export, and would be glad to hear from United Kingdom buyers interested.

An Ontario company specialising in the manufacture of dining-room and other chairs, and also rocking chairs, mainly in oak, all of which can be shipped in knock-down condition, are desirous of arranging for the sale of their goods in the United Kingdom.

A firm in Cairo, Egypt, the head of whom is a British subject, and who claim long experience, are desirous of securing the agency of Canadian manufacturers and shippers. Articles suggested are :—Provisions, condensed milk, meats, horses and cattle, salted and smoked fish, canned fruits, tobacco, and flax fibre; also agricultural and labour-saving machinery, oil engines, automobiles, and lumber.

A Canadian business man, who is representing an important Canadian manufacturing enterprise in the United Kingdom, would be glad to undertake a few additional Canadian agencies, more especially anything relating to iron, steel, or engineering specialities.

—* *—

AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking oversea agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Oversea representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence, "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

—* *—

Mr. T. W. McGarry, K.C., formerly Provincial Treasurer of Ontario, and now a member of the firm of A. E. Osler & Co., Toronto, has been elected President of the Whalen Pulp & Paper Mills, Ltd.

INCREASED CROP ESTIMATE.

Saskatchewan's Lead in Production.

The second provisional estimate of Canadian field crops for this season, issued by the Dominion Bureau of Statistics (says a cablegram to the High Commissioner from the Department of External Affairs, Ottawa), gives the total for wheat as 293,360,000 bushels, or 4,000,000 bushels in excess of the first estimate; oats, 543,058,000 bushels; barley, 65,559,000 bushels; rye, 12,190,000 bushels; flax, 10,756,000 bushels.

The yield per acre averaged, for wheat, 16 bushels per acre for the entire Dominion, as against 10 bushels per acre last year; oats averaged 34¼ bushels per acre, as compared with 26½ bushels per acre in 1919; barley, 25½ bushels per acre, as against 21¼ last year; rye, 18¾ bushels, as compared with 13½; flax, 7 bushels, as against 5 last year.

The total yield of all grains amounted to 985,152,000 bushels. Saskatchewan, with a total yield amounting to 309,000,000 bushels, led all other Canadian Provinces in grain production, Alberta being second with 225,000,000 bushels. Saskatchewan, with a crop of 148,000,000 bushels, attained a total production estimated at 51 per cent. of all the spring wheat harvested in Canada.

—* *—

BRITISH TRADE WITH CANADA.

Mr. F. W. Field in England.

Mr. F. W. Field, H.M. Trade Commissioner at Toronto, who has recently arrived in this country, is at present at the Department of Overseas Trade interviewing firms in London who are desirous of obtaining information as to the possibilities of extending their trade in Canada, and who wish to take this opportunity of consulting him on any matters connected with their business with that country. London firms who are desirous of consulting Mr. Field should communicate with the Department of Overseas Trade, 35, Old Queen Street, S.W.1.

Mr. Field, who will subsequently visit some of the leading industrial centres, will be pleased to meet manufacturers and merchants who wish to consult him with regard to steps to be taken for opening up trade with Canada, and who are desirous of obtaining advice and information as to the state of trade in that country. Among the matters in regard to which he will be prepared to give information and advice are the general state of trade, appointment of agents, methods of marketing and distribution of goods, terms of payment, statistics of imports, rates of Customs duties, and general information as to openings existing for British goods.

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FRANCO-CANADIAN TRADE.

A meeting of the Committee of the Canadian Section British Chamber of Commerce, Paris, was held on the 5th inst., under the chairmanship of Mr. H. F. Fletcher, O.B.E.

Lt.-Col. H. Barré, Canadian Trade Commissioner in France, informed the meeting that the vexed question of invoice values for Canadian imports from France had at last been settled, by the Canadian Government agreeing to assess Customs dues on French exports to Canada at the current rate of exchange, and not at par rate, as was previously the case. It will be remembered by those interested in Franco-Canadian trade that the Canadian Section of the Chamber of Commerce in Paris has been striving for this end for many months past.

A booklet entitled "How to Trade with France" has been published by the Section for the benefit of Canadian traders. It is being distributed throughout Canada, and will doubtless be the means of stimulating Franco-Canadian trade relations. Copies of the booklet may be had on application to the Secretary of the Section (6, Rue Halévy, 9e, Place de l'Opéra).

Numerous enquiries from French buyers for Canadian produce have been received, and the Section was instrumental in placing Canadian sellers and French buyers in direct communication, with satisfactory results.

—* *—

British Bank of Northern Commerce.—The directors announce an interim dividend of 17½ per cent., free of tax, for the half-year, payable November 20.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 8350.)

Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 11-12-13, Charing Cross, S.W.1. (Telephone: Victoria 285.)

Province of British Columbia.

Agent-General.—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.—Mr. George C. Creelman, LL.D., 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5612.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

B

Beveridge, Mrs. James, and the Misses, Vancouver—16, Frognal, Hampstead.

C

Clarkson-Jones, Major F. H., Toronto—Royal Societies Club.

Clarkson-Jones, Mrs. F. H., Toronto—Ladies' Empire Club.

Crowe, G. E. W., Toronto—83, Pall Mall, S.W.1.

Cummings, Ethel M., Magog—Care of Bank of Montreal, Waterloo Place.

D

De Muth, O., De Muth, B.C.—34, Gordon Road, Ealing.

Druker, Maurice, Montreal — Middlesex Hospital.

SHAFTESBURY HOTEL.
Top of St. Martin's Lane.
In the centre of all Theatres.
One Price. No Extras.
7/6

Dyment, I., Barrie, Ont.—Care of Merchandise Sales Co., Ltd., 168, Aldersgate Street, E.C.1.

E

Elkin, S. E. (M.P.), and Mrs., St. John—Carlton Hotel.

F

Fairall, Wm. H., St. John—Strand Palace Hotel.

G

Grainger, M., Toronto—124, Belgrave Road, S.W.

Grand, Miss, Toronto — 2, Chester House, Eccleston Place, S.W.1.

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H

Harling, Thos., and Mrs., Montreal—Hyde Park Hotel.

Harris, J. A., Montreal—Regent Palace Hotel.

Harrison, Capt. E. P. (R.G.A.), Kingston, Ont.—National Hotel, Bedford Road.

L

Layton, Capt. D., Syme, Toronto—Regent Palace Hotel.

M

Munn, Miss, Toronto—5, Endsleigh Street, Gordon Square.

N

Nelson, E. L., Montreal—61, Queensboro' Terrace, Hyde Park.

P

Pope, Mrs. Edward, Paris—29, Half Moon Street.

R

Reeves, John B., Montreal—Regent Palace Hotel.

Romeril, A. J., Vancouver—Jersey.

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Rowell, N. W., and Mrs., Toronto—Claridge's Hotel.

Roy, Dr., and Mme. D., Quebec—Empress Hotel, 36, Craven Street.

S

Sifton, Harry, and Mrs., Toronto—Dun Cow Hotel, Dunchurch, near Rugby.

Stanford, Capt. John H., Montreal—Royal Automobile Club.

Stevens, J. H., Montreal—3, Fremont Street, Hackney.

T

Tilly, Hilda, Victoria—120, Edith Road, W. Kensington, W.14.

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V

Van Dusen, J. A., Vancouver — Canada Trading Co., Salisbury House, E.C.

W

Wade, John L., Montreal — Regent Palace Hotel.

Wood, Major H. W. W., Halifax—100, Piccadilly.

—* *—

Messrs. Walter and Herbert Mappin, of the firm of Mappin & Webb, jewellers and gold and silversmiths, are making their first visit to Canada, since the establishment of their branch in Montreal seven years ago.

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Lt.-Col. J. W. Warden, D.S.O., O.B.E., has joined the firm of R. P. Clark & Co., Ltd., stock and bond dealers, Vancouver, and will take charge of the estate and timber department.

There is plenty of variety as well as interest in the *Cornhill Magazine* this month. A. G. Bradley writes pleasantly of the Cinque Ports in general and Rye in particular, and the Rev. P. H. Ditchfield, of Windsor Forest. "Meliorem Apettunt" is an idealistic educational dialogue by Dr. B. W. Henderson; G. M. Gathorne-Hardy tells of his experiences in "Chamois Stalking with an Artificial Limb"; Bishop Montgomery, of "Mutton Birds," and Lewis R. Freeman, of the head-hunters of Borneo. Dr. Leonard Huxley gives some interesting reminiscences of John Tyndall in a centenary sketch; while Sir George Douglas discusses "The Picaresque Novel."

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STEAMSHIP SAILINGS.

C.P.O.S.

Liverpool to Quebec.

Tuesday, November 16.—**Empress of France.*

*Three-class steamers.

Liverpool to St. John.

Wednesday, November 24.—*Melita.*
Wednesday, December 1.—*Empress of Britain.*
Wednesday, December 8.—*Minnedosa.*
Wednesday, December 15.—*Empress of France.*
Tuesday, December 21.—*Metagama.*
Friday, December 31.—*Melita.*
Friday, January 7.—*Empress of Britain.*
Saturday, January 22.—*Metagama.*
Friday, February 4.—*Minnedosa.*
Friday, February 18.—*Empress of Britain.*
Friday, February 25.—*Victorian.*

Glosgow to St. John.

Saturday, December 18.—*Pretorian.*

London to St. John viâ Havre.

Tuesday, November 23.—*Corsican.*
Thursday, December 16.—*Sicilian.*
Tuesday, January 4.—*Corsican.*

Southampton to St. John.

Saturday, December 4.—*Scandinavian.*
Saturday, December 18.—*Grampian.*

Cunard Steamship Co.

Liverpool to Halifax or New York.

Saturday, December 4.—*K. A. Victoria.*
Saturday, December 11.—*Carmania.*

Southampton to New York.

Saturday, November 13.—*Aquitania.*
Saturday, December 4.—*Aquitania.*
Saturday, December 11.—*Imperator.*

London via Cherbourg to Halifax.

Saturday, November 20.—*Saxonia.*
Saturday, December 30.—*Caronia.*

White Star Line.

Southampton to New York.

Wednesday, November 17.—*Olympic.*
Wednesday, December 1.—*Adriatic.*

Liverpool to New York.

Wednesday November 24.—*Celtic.*
Wednesday, December 8.—*Baltic.*
Wednesday, December 29.—*Celtic.*

Red Star Line.

Southampton to New York.

Friday, November 19.—*Lapland.*
Friday, November 26.—*Finland.*
Friday, December 3.—*Zeeland.*

White Star-Dominion Line.

Liverpool to Halifax and Portland.

Thursday, November 18.—*Canada.*
Saturday, November 27.—*Megantic.*

Manchester Liners.

Manchester to St. John and Halifax.

Thursday, Nov. 8.—*Manchester Mariner.*
Tuesday, November 30. — *Manchester Corporation.*

Letters, parcels and newspapers direct from Quebec are due by the *Melita* on Monday and the R.M.S. *Empress of Britain* on Thursday next, and by the *Megantic* on November 21, and letters via New York by the *Olympic* and *Celtic* on Monday.

The sailings for the winter months to St. John or Halifax, instead of to Quebec or Montreal, will commence with the departure of the C.P.O.S. *Melita* from Liverpool to St. John on Wednesday, November 24, and the *Corsican* from London via Havre on November 24.

—* *—

The Food Controller has issued an order revising the first-hand prices of Danish and Canadian bacon. These prices will be 230s. and 225s. per cwt. respectively, and as from Monday corresponding adjustments will be made in the wholesale prices.

Proposals are under consideration for the construction of an electric railway which will connect the Tobique and Nepisiquit river districts of New Brunswick. It will pass through one of the richest timber areas in the Province, and open up what might become valuable settlement lands for agricultural purposes.

IMPORTANT TO BOOKING AGENTS

THE attention of Steamship Booking Agents is particularly drawn to the

MEMORANDUM

issued by the Department of Immigration and Colonization, Government of Canada, on 22nd September.

NON-COMPLIANCE

with the regulations contained therein especially as to Emigration Permits for unaccompanied women has led to numerous cases of

SERIOUS INCONVENIENCE

and expense. Copies were sent to every LICENSED BOOKING AGENT in the United Kingdom, and, where necessary,

ADDITIONAL COPIES

can be obtained from the nearest Canadian Government Emigration Agent.

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GLASGOW	75, Union Street.
PARIS	47, Rue Cambon.

H. H. NORMAN, Secretary, Dashwood House, E.C.2.

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Full information at the Company's Offices, Winnipeg, Canada, or 1, Lime Street, London, E.C. 3.

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